BOARD ELECTS NEW MEMBER AT ST. LOUIS SESSION

Mr. William H. Bixby, Investment Banker of St. Louis, was elected a Director of our Railroad at a meeting of the Board held in our St. Louis offices on September 22. Members of the Board, together with Vice-Pres. & Gen. Mgr. Brock and Asst. Vice-Pres. Dobbs, are shown above in the New Directors' Room.

From left to right seated are: Ben Alexander, President Masonite Corporation, Chicago; Charles B. Stout, President Dixie-Portland Flour Company, Memphis; Frank M. Mayfield, President Scruggs, Vandervoort and Barney, Inc., St. Louis; W. H. Bixby, partner G. H. Walker and Company, St. Louis; A. C. Goodyear (Chairman), Chairman Board Gaylord Container Corporation; I. B. Tigrett, President, GM&O; F. M. Hicks, Executive Vice-President GM&O; K. D. Horton, Secretary, GM&O; J. F. McKee, President Merchants National Bank, Mobile and H. A. Pharr, Vice-President and Trust Officer, First National Bank, Mobile.

Standing: Holly Stover, Director and Vice-President GM&O, Washington; G. P. Brock, Vice-President and General Manager, GM&O, Mobile and S. A. Dobbs, Assistant Vice-President, St. Louis.

The Board declared a dividend of $2.50 per share on its Preferred Stock, payable October 14th to holders of record on October 4, 1943.

The Board provided for a contingent rental payment to New Orleans Great Northern Railway Company in accordance with the terms of lease of NOGN to GM&O. The Directors of New Orleans Great Northern declared a payment of 2¼ per cent to the holders of New Orleans Great Northern Income Debentures, payable to holders of record October 9, 1943.

The Gulf, Mobile and Ohio Board also provided and set aside interest at the rate of 5% for the year 1943 on Gulf, Mobile and Ohio General Mortgage Income Bonds, payable April 1, 1944.

Engineer, Fireman Win Commendation

Engineer A. L. Brothers and Fireman J. H. Dikinson, who run on The Rebels, were commended by Trainmaster R. B. McAlpin during the month for halting their train and extinguishing a trestle fire.

The trestle was the one at Mile No. 196.58, and the date, Sept. 30. "I am sure if it had not been for the effective work you did in extinguishing this fire, it would have resulted in considerably greater damage and possibly serious delay to traffic," said Mr. McAlpin.

Director Mayfield Named to U. S. C. of C. Group

GM&O Director Frank M. Mayfield, who is president of Scruggs-Vandervoort-Barney, Inc., of St. Louis, was named recently as a member of a special United States Chamber of Commerce committee to study postwar surplus plants and supplies.

Mr. Mayfield was one of 27 prominent U. S. business executives appointed on the committee, which already has begun to tackle the problem of utilizing the excess stocks of war agencies. As the war goes on, it was said, the problem of disposing of surplus properties will become increasingly important. See picture at left.

NAMED TO NEW OFFICE

The new President of the Jackson, Miss., Chamber of Commerce is none other than Wallace W. (Wally) Wright, Vice-President of the Merchants Company in the Mississippi capital city and old friend of ours. All the Rebel Route folks extend congratulations.
Key Women
(Reprinted from Copy, monthly publication of Gill Printing Co., Mobile)

If you make the right connections, just about any job you tackle is a cinch.

This, you might say, is the case of Miss Janie Chapman, GM&O’s Chief Telephone Operator in Mobile for the past 16 years. Keeping 125 telephones in the building ringing (at the proper times) and handling the road’s own telephonic system at the same time day in and day out is no easy job. But Janie swings the connections.

Janie’s acquaintance with the hundreds of voices that go to make up a big railroad organization is probably unequalled. For she is on speaking terms with just about everybody in the Mobile office and in the many offices along the system which stretches from Mobile to St. Louis and New Orleans to St. Louis, not counting several branches.

“As a matter of fact,” says Janie, “I know the voices of a lot of persons I have never seen right here in our own building.”

And, speaking of voices, she says she can pretty well tell what a person is like by hearing his voice and by the telephone manner he uses. In picturing such persons physically, however, she confesses she is many times disappointed—just as you probably have been after seeing in person your favorite radio star.

As the chief “hello girl” for GM&O in the Mobile General Office Building, Miss Chapman has seen the switchboard grow from six trunk lines to the present 15. That’s her way of saying that the railroad has more than doubled in size since she started with the former GM &N, one of the predecessors of the GM &O, on April 1, 1927.

One of the most exciting days “on the board,” as she puts it, was when the merger of the GM&O and M&O was consummated in September of 1941 and she was instructed, in the middle of one hot afternoon, to start greeting callers with “GM&O.” That was quite confusing for a time, too, adds Janie.

The prime requisites of a good telephone operator are alertness, patience and a pleasant voice and courtesy, says Janie. As the connecting link in many an important conversation each day, Janie never gets flustered by a big voice, and always practices the now often abused rule that “the customer is always right.”

As a matter of relaxation, Miss Chapman plays bridge, swims and attends the movies.

When she’s “off the board”, her duties are capably handled by either of two assistants, Miss Beverly Chenoveth or Miss Elizabeth Sindik.

YOUR VICTORY GARDENS WIN HIGHEST AWARD
IN NATIONALLY SPONSORED CONTEST

Congratulations GM&O and GT (Gulf Transport) Victory Gardeners. Your enthusiasm and efforts have been rewarded.

Yours has been judged the most outstanding contribution to the National Victory Garden program . . . and to The Rebel Route and you have been awarded a plaque of leadership . . . leadership over the entire United States.

Andrew S. Wing, Secretary-Manager of the National Victory Garden Institute has notified Mr. Tigrett:

“It gives me great pleasure to inform you that your company was unanimously chosen by the judges to receive the highest award of the National Victory Garden Institute for your outstanding contribution to the Victory Garden program in 1943.” The Judges were Richardson Wright, Editor of House and Garden magazine, J. W. Johnston, Horticultural Editor of the New York Herald-Tribune, and Carl F. Wedell, Secretary, Greater New York Victory Garden Council, and head of the School of Horticulture, State Institute of Agriculture, Farmingdale, Long Island.

Besides contributing substantially to the food situation by growing fresh vegetables in your gardens, GM&O and GT employees thus showed the nation what can be done with united efforts. The program was begun long before winter was over, and this farsightedness gave us a jump on the other home gardeners of the country. Those who planted a garden should take personal pride in our award.

3,000 Employees Made Use of Free Seed

Three thousand Rebel Route employees planted gardens under the program sponsored by our Railroad last year . . . and which has just won national recognition.

Each railroad gardener received enough seed to fit the size of his particular back yard “farm” and the variety was such as to afford a balanced garden. In giving the seed to its employees, the Railroad asked only that they be planted.

Instructions in the care of the gardens were issued periodically through the Rebel Route News and Development Director S. A. Roberts and Agricultural Agent Felix Bachman made individual calls and offered personalized supervision.

AGAIN CONGRATULATIONS . . . RAILROAD FARMERS!
LET’S DO A BETTER JOB IN 1944

The ‘Why’ of Less Air-Conditioning

Freon, the gas refrigerant used in nearly all air-conditioning systems, has gone to war. The armed services have first call on the refrigerant, and so civilian air-conditioning must necessarily suffer until victory is ours. A news dispatch from Washington says that the “tightest of controls” has been set up for the distribution of freon, and that this control is necessary because it is used to check casualties among our armed forces in the South Pacific from tropical malaria. Because of this shortage of freon, it is not being allocated for comfort cooling.

Norman Stokes Passes

Friends of Mr. and Mrs. C. G. Stokes and family were grieved to learn of the death on Sept. 17 of Norman L. Stokes, one of five Stokes sons in the service. A lieutenant (j.g.) in the Navy until he resigned only several months ago, Mr. Stokes was in training for a commission in the merchant marine at his death. The Stokes’ reside in Meridian.
President Tigrett Talks
Before St. Louis Club

President Tigrett delivered an address before members of the St. Louis Traffic Club on Sept. 20. Touching upon economic and political aspects of the country’s welfare, he voiced a hope that the United States will revert to the “old deal” in which “ingenuity, incentive and initiative counts.”

President of the St. Louis Club is Carl Gissow, who was elected only recently.

Pine Seed Crop

As all foresters know, a heavy crop of Pine mast, especially Longleaf, occurs only once every six or seven years. We have over South Mississippi this year the largest crop in many years. One of the largest in fact ever known.

It seems that nature, through consideration of the tremendous number of Pine trees—both large and small that have been and are being cut and utilized for various needs in carrying on the war, as well as the billions of such trees that will be needed to help rebuild a torn and wrecked world after the war is over, is making a desperate effort through this immense crop of seed to bring back through natural reproduction another crop of trees to replace those that have been and will be cut.

This is the only method by which nature has to restore to man for his needs this natural resource which man has used and abused. Within a few weeks the Pine burrs will open and there will shatter to the earth and be carried by winds to open spots bare of trees enough of these seed to possibly replace every tree that has been cut in our section for years if such seed could be protected from stock, birds, rodents and fire. Every sensible man and woman knows that fire is instant death to these seed and to the little baby Pine that such seed germinate into, and we can at least protect them from fire by being careful not to set fires to the woods and by extinguishing any fire found burning.

—From an article written by P. N. Howell, Howison, Miss.

General Agent Dean of Jackson, Miss., was elected to the Board of Directors of the Jackson Chamber of Commerce recently.

Birmingham-Corinth Operation Unique In Many Respects

Our freight service operation from Memphis to Birmingham, bisecting the main line at Corinth, not only gives the Rebel Route an entry into two of the South’s largest cities, but provides an interesting study in railroading as well.

While the operation into these cities is largely over tracks of other railroads, through leases, the trains are known as GM&O trains and much of the actual operation of them is done by GM&O crews. Particularly unusual and unique is the run from Corinth to Birmingham, and vice versa.

The GM&O freight that daily pulls out of the smoky and noisy Birmingham terminal just before the break of day bears four different number designations by the time it reaches Corinth. For instance, from Birmingham to Parrish, Ala., it is Southern No. 59, traveling east and west. At Parrish, it becomes Southern No. 58, winding northward out of Parrish and thus taking an even number.

Then, at Haleyville, Ala., the same train becomes L.C. train No. 66, retaining that designation until it reaches Tuscaloosa, Miss., where it goes onto GM&O tracks and becomes GM&O train No. Bm. 28. In the conductor’s report, it is referred to as Bm. 28.

During this continuing operation, the train travels over four railroads. From Birmingham to Parrish, it is the Southern; from Parrish to Haleyville, the Northern of Alabama (owned by the Southern); from Haleyville to Rusk, the Illinois Central, and from Rusk into Corinth, the GM&O.

The other link in the Birmingham to Memphis operation, that from Corinth to Memphis, is via the Southern Railway.

She Studied at Night

Miss Clara Mayhall recently received her A.B. degree from Spring Hill College, with very high honors. She majored in English. This was accomplished by going to school at night over a period of eight years. Miss Mayhall is employed in the Receipts, Dept., Mobile.

The Third War Loan Drive

There was a song written not long after Pearl Harbor was attacked called “Praise the Lord and Pass the Ammunition.” This song should be remembered during this drive. The Third War Loan Drive and until the duration of this war. So in twenty-five years there won’t be another war for this generation’s children or their children to fight. To keep from fighting again we will have to “Back the Attack” with dollars and cents, since we all can not get out and fight. Some of our boys, it is true, are on the fighting fronts all over the world. That is another good reason for buying bonds and stamps, for the more we buy the more boys will come home after the war. Everyone in the United States has at least one loved one in the fight; so let’s “Back the Attack” by passing the Ammunition with Bonds and Stamps.

(Signed) Miss Jerry Clark.

The above piece was of course written for the War Loan Drive ended October 3. However, it presents several reasons why we should not let up on our purchases.

Editor’s Note: Miss Clark is the stepdaughter of Albert G. Clark of our Accounting Department.
TRAIN HOSTESS

Nine southern belles are riding the rails. They are hostesses on the streamlined Rebels of the Gulf, Mobile and Ohio Railroad and their job is to lend charm and create a home-like atmosphere for the customers. This little group of ex-debs and college graduates is like a class in school sitting at the feet of Teacher I. R. Tigrett, president of the road, whose idea it was to load his new trains with hostesses and whose railroad was the first to provide this type of service.

These girls, in chic uniforms and slick hairdos, move about the coaches with all the grace of a hostess in her own home as the five silver and red Rebels flash through Dixieland. The hostesses are chosen by President Tigrett for their poise and charm and they lay down the law as well as a long list of rules as to their conduct and duties.

Typical of these charming dispensers is attractive Frances Moyer of Mobile, Ala., a graduate of Westbrook Junior College, Portland, Me. The daughter of Lt. Samuel D. Moyer, U. S. N., and Mrs. Moyer, Frances has lived in many parts of this country and in 1933 topped her wanderings with a trip to the Orient. So riding the rails on her runs between Mobile and St. Louis and between St. Louis and New Orleans is nothing new in her life. She is 21 years old, tall and slender and glamorous enough to stand in for Miss America 1942 any day in the week. She has just enough of that Deep South accent to surprise the passengers from the North.

The task of being a hostess includes everything from passing around magazines to heating the baby's bottle. The hostess has been cautioned in her training period that her duties are of a delicate and responsible character, demanding good judgment, tact and courtesy. She has been told that she must keep herself in the background and make the passenger feel that he is the center of attraction. She has learned that in contributing, as far as she can, to the convenience and comfort of passengers she must give particular attention to elderly persons, women and children and those inexperienced in travel.

Her chores on a run south begin in St. Louis at the bus station from where travelers are transported to the train in East St. Louis. She checks all the baggage and helps everyone find places. Once on the train she again assists in seating passengers and sees that the baggage is correctly distributed.

The hostess is not expected to be an entertainier. But she is expected to look after the comfort of travelers and to see that they have a pleasant time with fellow passengers. Because she has a list of reservations and because she has a seat designated on his ticket she can casually stroll through the coaches and greet many passengers by name. This alone is flattering and a little startling. She arranges card games, but she does not play; she offers to care for the children while a mother rests or has a meal; she sends herself of information of interest to the passengers such as football and baseball scores, election returns and boxing matches; she has correct information on connecting transportation links, she knows all about time tables, and she is a charming conversationalist.

The young women are often confronted with real problems by way of persons falling ill and children who have been put in the care of the hostess and by sudden illness on trains. Every hostess must know first aid and the practical care of a situation when she reaches her destination or is transferred from the train to a hospital ambulance.

Hostesses wear a two-piece tailored uniform, pastel green in summer and red in winter, with an official pin, a red and silver shield with the word hostess in silver letters attached by a guard chain. Home life is out for these girls for they live in hotels, in rooms reserved by the railroad, in St. Louis, Mobile and New Orleans. They are given a four-day furlough every six or seven weeks.

The only headache the hostesses give Tigrett is that about after a year they change their business-like uniforms for white satin and orange blossoms. Frances Moyer has broken the record in service. She has been on the job for a year and a half.

"No one is really any trouble," said Miss Moyer, "but men want the most attention." She tells of an elderly man who summoned a hostess. After a friendly chat she said, "Thank you. I just wanted to be hostessed."
THE MAIL TRAIN

From Tunisia...

Dear Mr. Tiggett,

How we anxiously wait for the hospital to be set up, so we can get to work. In the meantime we are loafing. Yesterday we went to Carthage, which was very interesting; we saw the arena and coliseum. The guide spoke French; I am very fortunate to understand all of the language and to speak some. It has been a great asset to me. The ancient church was closed, I hope to see that later.

We had dinner in a French restaurant in Tunis. The French love the Americans and make every effort to please us. The architecture of Tunis is French with the iron grillworks, gates and gates and gates. But surprisingly enough, there are some modern homes. The outskirts of Tunis are on the Mediterranean Bay and from the hillside it presents a very lovely picture with lst bluish-green against the white sandy beach.

Mr. Tiggett, the most beautiful sight I have ever seen in my life was a sunset on the Mediterranean Sea. The beauty was a treat to the soul with the delicate changing colors of the sky in contrast to the bluish-green gentle rippling of the Mediterranean. The sunrises were also very pretty.

We are living in tents with the good earth as a floor... I am gradually getting brown. The nights are cool, a great relief. Best wishes to you and Mrs. Tiggett.

Sincerely,

Mabel Robichaux, 2nd. Lieut., U. S. Army Nurse Corp.

Note: Lt. Robichaux headed the GM&O First Aid Station while it was operated.

FROM OVERSEAS...

Dear Mr. DeNeefe:

This is just a note to express to you my sincere appreciation for the kind attention and consideration that has shown me while I've been in the armed service of our government. I wish also to convey and express my thanks to my many friends in the accounting department and to the GM&O Employees Club for the most welcome and useful gift packages that I received a few weeks ago.

I am often thought of by my many friends and associates there but the constant moving from place to place and the frequent transfers from one organization to another has afforded me little opportunity to keep in touch with them all. However, since the conclusion of the African campaign I have been permanently assigned to my present organization. Those of us here in Africa were slated over the success we've had here and we realize that success was due in a large measure to the all-out effort and close cooperation of the soldiers of the home front. We hope that we can fulfill our obligation of victory and merit the trust that has been placed in us. I know that every soldier here would like to return to his home and friends and work as soon as possible, but not one wants to return until he knows that he is going back to a world of peace and security. I hope that our task over here will be accomplished soon thereby enabling me to be back with you again.

With best regards, I am.

Yours sincerely,

Bert Stevens, Pvt., C.W.S.

Note: Bert Stevens was employed in our Accounting Department.

FROM IRELAND...

Gulf, Mobile & Ohio R. R.

At the present time I am serving in Northern Ireland as a member of the signal corps. However, like all soldiers my thoughts are continually of home. Hence I find your paper doubly interesting and welcome. It proves to us former millionaires, now ordinary G.I.'s, that we really haven't been forgotten. It also makes us realize that you at home are backing the effort 100 per cent and are making the wheels of progress hum to hasten the day of victory.

Yours truly,

Hillary J. Godaux.

Note: Godaux is a former Lineeman.

Lauds Hostesses...

Dear Mr. Tiggett:

I was delighted with the 'hand' the attached article (referring to recent St. Louis Post-Dispatch story on hostesses) gives your hostesses; they certainly deserve it. I have just returned from a round trip to Mobile on The Rebels. I had our little Joanne, age 9, and Billy, age 7, with me. Little Joanne simply couldn't take it, so I asked your conductor about sending a telegram to my wife. Before I could say 'Jack Robinson' your hostess came and took care of that, then brought ice wrapped in a towel, then gave me those looks a millionaire gives you when you get in his pew; it was the only time I saw her frown.

No wonder the dear white satin and orange blossoms in a year. I'm surprised you keep them that long. If I could turn the clock back 25 years I might kidnap one myself provided they would have a dam'skeen Republican. I failed to get this particular girl's name but she 'hostessed' the Rebel that left Mobile Thursday, August 28, '43... we are certainly grateful to her.

Yours truly,

W. J. Shea, Collinville, Ill.

Note: The gracious hostess was Miss Dorothy Jacobs.

FROM CAMP LIVINGSTON...

Dear GM&O Friends:

First of all I want to thank you for the GM&O News. When I read the News I feel that I am very much at home, in reality I am not very far from Mobile, at present a little over three hundred miles. This is the first time I have seen so far. Believe it or not, last Saturday was the first time I saw a pine tree in over four months and don't think. I didn't feel like kissing each and every one of them.

My hut this afternoon looks like what I imagine the Grand Central Station would look. Our mail clerk lives with me and there is a stream of soldiers in and out of the hut like ants. They want to know where the mail clerk is, when will he be in, does he have a letter for this or that individual, when will the next mail call be, does he have a registered package for me? So if you read something that does not make sense or see a heck no or get the heck out of here, you will know the reason. One would think I was the bureau of information.

Tell the folks to stay in there and keep pitching, we guys and gals won't let them down. Expect to be across the pond in about four months, but hope to be home on furlough before long. So until then I am yours truly,

Pvt. Orville E. Snow, 280th Station Hospital, Camp Livingston, La.

Pvt. Snow was Statistician in the Transportation Dept. before he left for war.

FROM HAWAIIAN ISLANDS...

Hawaiian Islands, 14 September, 1943.

Editor, Rebel Route News,
GM&O Railroad,
Mobile 5, Alabama.

Dear Sir:

I am very happy to have been among those to receive a copy of the Rebel Route News during the past month. I enjoyed reading its contents very much, and I think you might well class it as a beam of sunshine piercing the low dark clouds of war.

I am proud that you are doing so much toward the war effort, and let me assure you that we will not let you down over here. Every little thing no matter how small, it may seem, helps bring this war to an end, which we all hope is not too far distant. Keep up the good work, and above all "KEEP THEM ROLLING."

Thank you again for the Rebel Route News.

Sincerely yours,

Cpl. Harry J. Shea, 3607752, Co. "O" 108th Engr. Bn (C)
A.P.O. No. 561 c/o Postmaster, San Francisco, California.

Note: Col. Shea is a former Bus operator.

Their Smiles Help Shorten The Miles...

Miss Martha Polk, left, and Miss Martha Jones, right, are the two newest additions to GM&O's Hostess roster. Miss Jones has been on duty for several months, but Miss Polk only recently began. Miss Jones and Miss Polk both attended Stephens College at Columbia, Mo., and in addition Miss Polk was graduated from the University of Missouri as a teacher last spring with an education degree. Miss Polk is from Hattiesburg, Miss., while Miss Jones is from Mobile.
Wife Takes Over
Job So Husband
Can Fill Another

Mrs. Helen Steadman
of Calhoun City Learned
Telegraphy in Last War

When the historians go to writing the
many valiant deeds that women have
performed in winning this war, they
shouldn't overlook petite, gray-haired
but youthful-stepping Mrs. Helen
Steadman of Calhoun City, Miss.

Mrs. Steadman braced herself for a
man's job shortly after Pearl Harbor,
and, fortified with the patriotism that
moved her husband to a place where
he was needed more, has shouldered the
burdens since—serving as GM&O-Gulf
Transport Agent at Calhoun City for
more than a year now.

Not until you are told that sprightly
Mrs. Steadman took the job only tem-
porarily, until her husband returns, and
that an urge to learn telegraphy in the
last war out of a plain and simple de-
sire just to know how to do the job,
do you realize that her story is really
remarkable.

"Telegraphy runs in our family, I
guess," offered Mrs. Steadman by way
of explanation. "My mother, my sister
and I took it up. I learned at Okolona
during the last war."

Well, Mrs. Steadman hadn't used
her special knowledge until this one,
but she still knew how, and now handles
the telegraphy at the Calhoun City
freight office in addition to all the
other details of keeping incoming and
outgoing shipments straight.

When America entered the war,
George William (Billy) Steadman, hus-
band of the Calhoun City Agent, was
holding down the post his wife now
occupies. Too old to fight, he asked
officials of the Railroad if he could
help out in the manpower shortage by
doing relief work in stations where he
was needed more. Promptly, he was
taken up on the offer, and has since
seen service at New Orleans, Bogalusa,
Columbia and Mathiston, where he is
presently the night operator.

Back the Attack—Buy Bonds
Lieut. Tigrett Writes
For Esquire on Post-War Aviation Plans

Speaking literally, as well as literally, Lieutenant (j.g.) John Burton Tigrett, U.S.N.R., has been going places since he donned Uncle Sam's uniform.

In the November issue of Esquire, just hitting the newstands, Lieutenant Tigrett has another forward-looking article on transportation, this one entitled "The Coming Fight For The Air." His first piece, "Transportation Tomorrow," appeared in the March issue of Esquire and was hailed as an outstanding study of what is to come after the war in transportation.

In the Navy almost a year now, John Burton was an Executive Assistant of our Railroad prior to his enlistment. In that capacity, he took an active part in forming Rebel Air Freight, Inc., and was a leading figure in the operation of our bus and truck subsidiaries.

Esquire says, in an advance letter announcing the new article, that he has "written another top-notch transportation article." Lieutenant Tigrett is stationed in Washington at present, but has seen service a several posts, both in and out of this country, since he became part of Uncle Sam's Navy.

The problem of what's going to happen when John Q. Public applies for permission to start a branch airline between his suburb and the city in the air-minded America of the future, is the topic of discussion in Lieutenant Tigrett's lastest article. Now serving with the Naval Air Transport Service, Lieutenant Tigrett sees many complex problems in the post-war aviation field, and discusses them.

New Loading Method Reduces Freight Claims

Since the war began loss and damage claims on less-than-carload freight have been mounting steadily, much to the concern of Merchandize Traffic Manager Gillikin and Freight Claim Agent Stewart.

While the condition is general with all railroads and explainable mostly to the necessity for speed in both packaging and handling, such losses now take on added significance because they often mean delays in wartime production schedules. Then, too, a lost or damaged piece of goods, makes a dissatisfied customer.

Looking for corrective measures Mr. Gillikin and Lawrence Windham, Asst. to General Manager, suggested a new type of loading be adopted on our Line, the bulk-heading method, and after a series of tests and studies, the new system was installed.

By the use of strong but movable partitions, freight can be confined in the cars according to the types of merchandise. This not only prevents shifting and banging about during transit, but also makes it possible to segregate heavy commodities from the lighter ones. The partitions are held in place by steel straps, which are anchored with special tools to both the bulkheads and the walls of the car.

Already the new system is showing advantages, and the local freight Agents, since its inauguration, have expressed their satisfaction and shippers and receivers, too, are enthusiastic.

Back the Attack—Buy Bonds
Mississippi Sergeant Is Rebel Passenger Shortly After Rome Raid: Tells of His Experiences

Rebel Passenger Sergeant Dugger tells Hostess Weems of his experiences in the raids on Rome, Ploesti, other targets.

A native Mississippi boy who has taken part in two of the most widely publicized and damaging aerial raids of the war told of his experiences on The Rebel recently, enroute home for a well-earned rest.

Recounting exciting moments he spent above Rome, on the initial raid, and on the daring and heroic raid on the Ploesti oil fields in Rumania, Staff Sergeant Fred M. Dugger relaxed in the lounge of our train, on the last leg of a trip begun less than two weeks before somewhere in North Africa. An engineer on a B-24 (the Liberator), Sergeant Dugger had early in September completed his required 300 hours of combat flying that entitled him to an extended furlough to "rest up" before being reassigned.

During that 300 hours, he had seen bombs dropped on enemy territory and had seen his share of anti-aircraft fire, in 36 missions over continental Europe. In the Ploesti raid alone, 55 of the American planes were lost, on that memorable day of August 1. Military experts have called it the most daring raid of the war, and even though the losses were so high it was considered successful. The plane carrying Sergeant Dugger was forced to land in Sicily for repairs returning to the African base.

Besides his action over Ploesti and Rome, Sergeant Dugger was on raids over Greece, Austria, and other occupied countries. He has been decorated with the Air Medal and the Distinguished Flying Cross.

One of many such war-front heroes who are riding our trains from time to time, Sergeant Dugger's return to the Line Town of Ackerman, Miss., reminds us that the war, after all, is close to all of us.

Service Notes

Two brothers who were locomotive firemen on the Alabama Division, C. W., and W. C. Blackledge, joined the Navy during the month, together.

Conductor J. W. Cagle of the Alabama Division received word recently from the War Department that his only son, J. W. Cagle, Jr., had been missing in action since Sept. 6. All of Conductor Cagle's many friends on The Rebel Route are holding out hope for the Conductor's son.

Agent W. L. Adams of Reform, Ala., has one son in the Army and another, not yet 18, contributing his part with the Railroad. W. L., Jr., is a Corporal in the Air Forces at Santa Anna, Cal., while Owen is working at Artesia, Miss.

Reed Brock's Death Mourned On Line

The war has taken another GM&O employee who was contributing his all to Victory.

Chief Yeoman Reed Brock, USNR, died in service at Balboa, Canal Zone, on September 28, according to word received from that military outpost. Details of his death were not announced.

Reed, a friendly and hard-working young man, left his job as Secretary to GM&O Attorney Y. D. Lott in February, 1942, to enlist in the Navy. He was assigned to New Orleans for a time, then sent to the Canal Zone. He had worked for our Railroad since Aug., 1938, and during that time made a great number of friends, who were shocked to hear of his untimely death.

Just 29 years old, and only a few years out of the University of Mississippi law school, Reed had a promising career before him. He carried into the Navy the same diligence for work that he showed in his railroad duties. To his mother, Mrs. Beall A. Brock of West, Miss., who survives him, and all others dear to him, The Rebel Route News expresses sympathy.

The two sons of Chief Clerk B. M. McCullough of Tuscaloosa are in the Army. Pfc Hal McCullough is at an overseas post now, after spending more than a year at the intermediate military post of Iceland. Corporal Charles R. McCullough is a gunner in the Air Forces, at Fort Myers, Fla.

"Uncle Sam has taken both our children," commented Mrs. McCullough. "Mrs. McCullough and I are left at home alone."

IN AFRICA

Captain Forrest B. Gowan, son of our Engine Carpenter E. B. Gowan of Iselin Shops, has arrived safely at a post in North Africa. Captain Gowan formerly worked at Iselin Shops, in the mechanical department and in the car department. He is a nephew of Master Car Builder R. D. Douglass.
Employe's Son Is
Now Brigadier-General

The son of a veteran GM&O Track Supervisor has been elevated to the rank of Brigadier General in the United States Army.

He is Brigadier General William Howard Arnold of St. Louis, 41 years old and one of the youngest line generals in the Army. His father is Track Supervisor L. O. Arnold of Mobile, who has been with the Railroad almost 40 years. Mr. and Mrs. Arnold reside in Mobile.

General Arnold, whose wife now resides in St. Louis, also recently was awarded the Legion of Merit for showing "exceptional initiative and bravery" in combat. Serving in the South Pacific when he received the award, he was said to have shown "initiative in reorganizing and concentrating troops in the midst of a battle in the Solomon Islands between July 15 and August 10."

Born in Dyersburg, Tenn., General Arnold finished high school in Union City, Tenn., where he also worked one vacation for the Railroad.

GOODWILL

"Let us not forget that anyone who will visit us, anyone who will call us on the telephone, anyone who will seek our aid, offers us the privilege of creating goodwill for the Illinois Central Railroad. Let us make the most of each opportunity to make friends for our organization. Let us not throw away that privilege."

Written by President J. L. Beven of the Illinois Central Railroad and used as a premise to an editorial appearing recently in the Nashville Coal Company's publication, "The Burning Question," the above quotation struck President Tigrett of our Railroad as being a particularly clear and concise expression of what all railroad people ought to strive to do.

So appropriate an expression of goodwill did the editor of The Burning Question deem it that he closed his editorial by commenting, "And we wish we had written Mr. Beven's Golden Text." In a letter to the Illinois Central President, Mr. Tigrett said, too, that he wishes he had written the piece, which appears on a plaque in every I. C. office.

Salute to Service...

This is smiling Dan Barnard, Passenger Department trouble shooter at St. Louis. Yes, he is just as good natured as he looks. Because of his affable disposition and tireless energy, he is known to the thousands of passengers who go in and out of our St. Louis terminal.

Dan's job is an especially important one. He must not only see that there is no confusion at our East St. Louis Station, but must be sure that through passengers from and to the Rebel Route at the Union Station in St. Louis do not go astray. His duties also take him to our downtown St. Louis depot, the Greyhound station, from where buses depart to trainside to Trendley Ave. Yes, you must have a good disposition to daily handle the public—the public in a big hurry—and be known affectionately to so many travelers.

The Rebel Route News salutes a real service salesman.

Back the Attack—Buy Bonds
THIS DAY WILL COME AGAIN...
POST WAR PLANNING MUST START NOW

WHEN ONCE AGAIN the whistles and the bells of this great land of ours proclaim the peace... and the streets of every village and town are thronged with cheering thousands... there should be no dark doubts of jobless breadlines and economic suffering to mar the joy of that day.

Only by producing in peace as in war can our country hope to assure jobs for returning veterans and others who are presently engaged in war time industrial activities. Tomorrow will be too late for peace time planning.

The Gulf, Mobile and Ohio Railroad is interested in any business enterprise—be it large or small—if it will create employment for those who live in its territory.

We are surveying, planning, contacting... endeavoring to determine what this railroad can do to help guarantee peace time stability for the people of the communities which it serves.

Our Industrial Department will welcome the opportunity to work with any civic group or individual along these lines.

I. B. TIGRETT,
President.