Conductor Wright, Others Now In Retirement

Among the most recent retirements are those of Conductor Lester G. Wright, Sr., of Jackson, Tenn., who had been with our Railroad some 40 years, and Agent William Frederick Carter of Ava, Ill. Others include G. W. Oller, Car Inspector of Tamms, Ill.; Harry Lee Fillingim, Hostler of Mobile, Oscar Tilden Robbins, Car Repairer of Okolona; Rolla Richard Verbal, Brakeman of East St. Louis; G. W. Tucker; Carman of Whistle; B. B. Morris, Agent at Eoline, Ala.; and L. J. Coleman, Brakeman, Mobile.

Rebels 'Ferry' Them and They Ferry LST’S Down Miss. River

The two dozen Navy men shown boarding the Rebel at the Mobile station are members of an LST ferrying group which uses our train service to St. Louis regularly. The group, under the command of Lieutenant A. W. Lenhoff, USN, (not shown in photo), ferries LST boats down the Mississippi river from St. Louis to New Orleans. They use the New Orleans Rebels generally, but since they brought one of the boats to Mobile, they boarded the train at Mobile.

President Tigrett Hits Quarter Century As Head of GM&N and GM&O

On October 24, Mr. Tigrett will have been President of the GM&N and GM&O for 25 years. He was elected President of the GM&N after the close of the last war, October 24, 1919, and prior to that had served eight years as President of the Birmingham and North Western Railroad, which became a part of GM&N. Thus, Mr. Tigrett has been a railroad President for 33 years altogether, and this makes him the nation's oldest rail chief executive in point of service.

Gulf Transport Company Adds to Bus Service

Gulf Transport Company has announced improved service on two of its routes during the past few weeks.

On October 10, a new schedule each way was added between Laurel and Kosciusko, Miss., making it possible for travelers in this section to go and return the same day from all towns on the route. The new service was likewise tied in with direct service to Mobile and Pascagoula, which Gulf Transport operates.

Last month, additional service was afforded travelers on the Mobile-York, Ala., run of Gulf Transport. Gulf Transport has also announced slight schedule changes on the Mobile to St. Louis run, so if you’re planning a trip by bus, please check the new schedules.

Community Chests Offer Aid to Many Groups

The annual drives of the various Community Chests in the many cities and towns in which GM&O and Gulf Transport Company operate are now on.

Leaders of the drives say that the need for contributions is greater this year than ever before, since a portion of the funds go to aiding war prisoners in enemy hands. The Community Chest organizations contribute funds to many worthwhile undertakings, helping to support homes for orphans, old people, the sanitariums and Boy and Girl Scouts and Y. M. and Y. W. C. A., and many others.

Let’s all give our share—to show that we do care.
THREE GM&O AGENTS ARE MAYORS IN THEIR TOWNS

Three of GM&O’s Agents are Mayors of their respective towns, running the railroad’s local affairs during the day and taking over municipal duties by night.

These gavel-wielding Agents are A. T. Callahan of Noxapater, Miss., J. C. Hughes of Billingsley, Ala., and W. J. Roberts of Columbus, Ky.

Agent-Mayor Callahan who has been stationed at Noxapater since 1918, taking over as agent in 1919, has been in the mayor’s job for 16 years. Feeling that he had served enough a few years ago, he got a local mail carrier to run for the office. He was elected, but found that because he was a federal employee he couldn’t serve, and so the job was dumped back into Mr. Callahan’s lap. But Agent Callahan likes both his jobs. His tenure of office has seen a new city hall constructed and a number of other improvements. On January 1, he begins his eighth consecutive term.

Agent-Mayor Hughes has been our agent at Billingsley for 37 years, and mayor for 20 years. The town council, consisting of four members besides Mr. Hughes, generally meets in the railroad station after working hours, and there holds and occasional session of court. Mr. Hughes says they hardly “ever have any trouble” in Billingsley, and that of course lessens his burdens.

Agent-Mayor Roberts, a native of Columbus, took over the municipal reins there several years back. He has been agent and operator there for our Railroad for 40 years, beginning in January 1905. In that time, the town of Columbus, ravaged by floods, has been moved to the bluffs, and now is making a comeback.

Doolittle Family Reunion Held—Three War Casualties

War has cut into the ranks of the railroad Doolittle Family which has over a period of many years been prominent in the operation of GM&O in Mississippi.

Some 100 members of the pioneer family gathered under the pines at a Newton, Miss., park during the month in their 44th annual reunion, but three of the younger members of the family were absent. Two had been killed on widely separated battlefronts and a third was held a prisoner of war by the Germans.

Latest war casualty of the family was Corporal William Joseph Doolittle of the Marine Corps who died in the battle of Saipan recently. Back in 1942, Lieut. Clinton Lockwood Doolittle of the Army air corps had paid the supreme sacrifice in the African campaign. Sergeant James M. Doolittle, son of Terminal Trainmaster M. C. Doolittle of Louisville, has been a German prisoner of war for many months now.

The reunion was an all-day picnic affair, with prayer services for the men at war and for their families. After a hearty meal, the Doolittles, who came from many parts of the state, sat around and swapped news of each other. Members of the Doolittle clan who have been or are presently connected with our Railroad are: H. E. Doolittle, Retired Pumper of Newton, L. Doolittle, Engineer of Jackson, Miss.; R. Doolittle, Conductor of Louisville; M. C. Doolittle, Terminal Trainmaster of Louisville; R. E. Doolittle, Engine Foreman of Mobile; and J. L. Stevens, Machinist Helper of Louisville who is a son-in-law of M. C. Doolittle.

Death Calls John J. Coughlin at Jackson

John J. Coughlin, retired Labor Foreman, Iselin Shops, died at his home in Jackson, Tenn., on October 7.

Mr. Coughlin was first employed by the M & O R. R. as boilermaker helper in 1899 and worked until 1931 and returned to the M&O Jan. 15, 1922 and worked until Aug. 16, 1944, at which time he was taken ill. On Sept. 27, he retired from service to apply for pension. He was 69 years of age.

Bells for Miss Sperduto

Marie Louise Sperduto, Stenographer in the Office of Gen. Supt. of motive Power & C. E., became the bride of Pfc. Paul G. Elbrecht on August 11, 1944 at Grace Lutheran Church. Miss Sperduto is the daughter of Mr. and Mrs. James L. Sperduto. Mr. Sperduto has been employed in the Mobile Frascati Shops for the past 20 years as Machinist.

Railroad Wedding

Miss Helen Edwards, Secretary in the Mechanical Dept., and L. C. Windham, Jr., Fuel Inspector, were married Sept. 30 in services at the All Saints Episcopal Church in Mobile. The couple honeymooned on the Mississippi Gulf Coast.
Top left photo shows principals of ceremony with the “E” flag. From the left, the men are: Jameson C. Jones, Vice-President and Secretary of Corinth Machinery Co.; Colonel G. W. Millar, District Engineer at Memphis, U. S. Engineers; Captain R. W. Truitt, USN, New Orleans; Brigadier General Max C. Tyler, Division Engineer, U. S. Engineers, and Paul T. Jones, Sr., President of Corinth Machinery.

Top right, from the left: Paul H. Thrasher, Sales Manager of the Corinth plant; Bruce Tucker, Public Relations Officer, U. S. Engineers; Commercial Agent C. L. Garrard and Division Freight Traffic Manager W. B. Hahn of Jackson, Tenn., and Traffic Manager (Solicitation and Service) E. B. Farrell, the latter three of GM & O.

Lower photo, one of the portable sawmills in operation in the South Pacific.

Photo on left shows portion of the crowd on hand.

Army-Navy Production Award Goes to Corinth Plant for Its War Job

For doing such an excellent job in manufacturing portable sawmills which are now being used by the Armed Forces all over the world, the Corinth Machinery Company was presented the coveted Army-Navy E Production Award on October 6.

The portable sawmills, which are vital materiel of war since they are used to mill timber on battle fronts, start their journey on the GM&O, as our Railroad serves this plant.

Business and civic leaders of Corinth and representatives of GM&O gathered to mark the occasion honoring the Corinth Machinery Company. The award was presented by Brigadier General M. C. Tyler of the United States Engineers on behalf of the Government. President Paul T. Jones of the Corinth Machinery Company accepted the award on behalf of the employees of his organization, and “E” lapel pins were presented to individual employees by Captain R. W. Truitt of the Navy Chaplain Corps and Mr. Richard E. Seiler, Marine Corps, retired.

In advising the Corinth plant of its selection for the highest production award made to industry, Under Secretary of War Robert P. Patterson wrote Mr. Jones:

“You patriotism, as shown by your remarkable production record, is helping our country along the road to victory. May I extend to you men and women of the Corinth Plant my congratulations for accomplishing more than once seemed reasonable or possible.”

General Tyler, addressing the crowd of several hundred persons, said, in part: “You men and women of Corinth Machinery Com-

(Continued on Page 7)
COLUMBUS, AS IT IS TODAY

Upper left. The Mississippi river now flows over what once was the business district of the town. The men are standing on the bluff which before 1927 overlooked the city.

Upper right. This is the anchor chain stretched across the river in the War Between the States by the Confederates to keep Union gunboats from coming down the river. Chain was anchored in banks at either side. Columbus GM&O Agent W. J. Roberts inspects it.

Second photo from top, on left. Taken from bluff Confederates used as fort, shows one of Columbus' principal sources of livelihood now, a field of beans growing on the flatlands below.

Bottom photo shows one of the trenches where Confederate forces under General Polk dug in to fight Federal forces under General Grant. The trench is a beautiful, flowered trail in a park now.

Columbus, Ky., Once Our Line's Northern Terminus, Occupies Prominent Place In Nation's History—Flourished In Early 1800's

Time and O! Man River have teamed up to wreak destruction on the once thriving river and railroad terminal of Columbus, Kentucky, but neither can minimize the importance of the role Columbus has played in the history of our Railroad and our Country.

The trains pause there only briefly now, but there was a time when Columbus, somewhat like its historically famous namesake, claimed the attention of the world. The swirling currents of the winding, vicious Mississippi River have completely eaten away the site of the old town, where some 3000 persons lived and traded just prior to and shortly after the turn of the century. It wasn't until the disastrous flood of 1927 that the knockout blow was dealt, but changing times had already made commercial inroads.

The several hundred residents of the Columbus of '27 finally decided to give up the battle against the river and retreated to the high bluffs overlooking what had been the townsit.

The city that once was the northern terminus of our railroad and even at one time was proposed as a site for the nation's capital now leads a quiet life devoted to livestock, agriculture and fishing. That is in sharp contrast to the swashbuckling days of river trade, when Columbus was a transportation center, and in sharper contrast still to the bloody days when in the War Between the States it was considered the Gibraltar of the West.

The story of Columbus with respect to its strategic position in the War Between the States is aptly told in a pamphlet entitled "Old Columbus," by Charles J. Custer.

"Before the railroad came," wrote Custer, "the only overland communication was by mail and stage over the postroad to Hopkinsville. The Mobile and Ohio Railroad, starting from Mobile in 1852, was built to Columbus. That was before the invention of the steam-shovel and the pile-driver. Irishmen with picks and shovels and Irishmen with wheelbarrows built that road, and its trestle piling rested upon whiteoak muddles. And when it was completed and opened through from Columbus to Mobile on April 22, 1861, it was the longest railroad under one management in the world. Years later when the Mobile & Ohio was laid with steel rails purchased from Sheffield, England, it was the first railroad on the Western (Continued on Page 5)
Things Shipped on the Rebel Route...

There's an interesting story behind every shipment of freight or express that moves over our line, and the story of shipping fish might be termed one of the most interesting.

The upper left scene is a daily one at Terminal Station just before the Gulf Coast Rebel pulls out on its St. Louis run. Crates and barrels of all kinds of fish, shrimp and oysters (the latter two in cans generally) are loaded onto the Rebel express car for many points along the line. Thus, it's only a few hours between the time the fish are caught in the Gulf waters and served at some home or restaurant miles away.

The accompanying pictures tell the story. Upper right shows a fish boat taking on ice just before going out for a catch. The ice is ground up in the device you see the man loading, and it comes out crushed to keep the fish fresh until the boat docks. Then, just after the whole catch is made, it is brought to the fish house for re-icing and packing for shipment. In the meantime, the fish are prepared properly. Some shipments are in barrels, others in crates, depending to some extent on the kind of seafood being shipped. Lower photo shows red fish, mackerel and bass packed in iced crates, ready to be sealed and rushed to the Rebel Express car.

COLUMBUS, KENTUCKY
(Continued from Page 4)

Hemisphere to have steel rails. The other roads had iron rails.

"Columbus, being the terminus of such a long road that split the Confederate States to the Gulf, made it a strategic point during the Civil War. They called this place the 'Gibraltar of the West.'"

General U. S. Grant's forces met defeat in the Battle of Belmont, fought across the river from Columbus, with Confederate forces under the command of General Leonidas Polk. The site of the Confederate's fort is now a part of Columbus-Belmont State Park, and markings of the battle which raged for several days 90 years ago can still be found on trees and in the landscape.

The Columbus fort, on a 200-foot bluff near the old town site, protected Polk's troops as they journeyed to the Missouri side of the Mississippi river to meet Grant's forces.

After the battle of Belmont, General Polk's position at Columbus became endangered, and the Confederates withdrew. The Federals occupied Columbus then and held it for the duration, establishing a quartermaster depot there.

Trenches dug by the Confederates form beautiful flowered trails about the park now, and the old home used as a hospital in the War Between the States is a museum, with rifles racked along the wall, and cannon balls stacked in the rooms, among other things.

Custer says that Thomas Jefferson stopped in Columbus while going down the Mississippi on a riverboat several years after the Louisiana Purchase was consummated and that he selected Columbus as a possible site for the nation's capital. Columbus was a central point at that time, and Washington, D. C., had been burned by the British in the War of 1812. Columbus was settled in 1804.

All in all, Columbus has one of the richest historical backgrounds of any town on our line. Its river commerce and industry made it a thriving city in the early part of the 19th century, and it flourished as long as steamboat traffic flourished.
**NEWS OF REBEL ROUTE PERSONNEL AT WAR**

Stores Dept. Employe  
Killed In Action

As the armies move closer to the heart of Germany, our casualty lists mount.

Latest casualty in the Rebel Route family is that of Staff Sergeant Roland G. Hendrix, former employee of the Iselin Stores office, who was killed in action on July 31 in France, according to the War Dept. Sergeant Hendrix, son of C.M. & Co. Teisman and Mrs. C.H. Hendrix of 106 Peabody Avenue, Jackson, Miss., entered the Army on February 2, 1943. A member of the Second Division, he took his basic training at Camp McCoy, Wis., and served for a time in Ireland before being transferred to England just before the invasion.

Two other Hendrix boys are in the service, Staff Sergeant H. Edwin Hendrix in Italy and Sergeant Marvin Hendrix at Camp Pickett, Va.

To Mr. and Mrs. Hendrix, and to their two other patriotic sons, The News offers its sympathy.

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Pollard Returns from War

Sergeant W. D. (Bobby) Pollard, of the Mobile Traffic Dept., at the time he went into the Army, returned from overseas duty in September with 55 bombing missions to his credit. He flew over the invasion coast on D-Day and his bombing missions as a tail gunner on a B-24 have taken him over most of the principal cities of Germany. Just to show how fast the Air Force travels, Bobby left England on September 19 and was in the U.S. the following day, and in Mobile on the 25th after spending several days at Camp Shelby, Miss.

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Miss Mattox a WAVE

Miss Marjorie L. Mattox, Rate Clerk in the Receivts Dept., is taking her boot training in the WAVES, having joined the Navy early in September.

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Getting a G. I. Education

The first of our service-discharged employe to take advantage of further education under the G. I. Bill of Rights is Johnny Doyle, former Mail Clerk who went in the Army about a year ago and got a medical discharge after several months of service. Johnny is attending the Chicago Academy of Arts studying commercial art.

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Citronelle Agent's Sons  
-Lieut. Howard C. Gilmer, left, is assistant naval attaché to the American ambassador at Caracas, Venezuela, and is stationed at the embassy there. Lieut. Vance M. Gilmer, right, is with the Pacific fleet. Howard has been in the Navy about three years, having a degree from Oberlin College at Oberlin, Ohio, and a year of study at the University of Mexico. Vance has been in the Navy about a year and a half, and was graduated from Southwestern College at Memphis.

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TO THE SERVICES

OPERATING DEPT.
Luther M. Casewell, Bill Clerk, Memphis  
C. A. Walker, Yard Clerk, Meridian

ROADWAY:
Cephus Helmes, Sec. Lab., Tifton, Miss.  
T. S. Grant, Sec. Lab., Meridian

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Douvillé Decorated with Purple Heart

Walter E. Douville, who entered the Army last December, has been awarded the Purple Heart medal, according to a statement received by Mrs. Catherine Douville from the War Dept. Walter, one of Vice-President and Comptroller DeNeef's assistants, is now in a hospital in England. Details of his being wounded and the award of the decoration have not been learned.

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Miss Matttox, at right, shown with an Army buddy, tells of life "somewhere in New Guinea" in a letter to K. G. Gottschaldt, of the Freight Traffic Dept., where Charlie was a Secretary. The thermometer gets as high as 111°; says Charlie, and the rains are fierce, but he's making it all right. Charlie is in an engineering battalion.

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M. D. Jackson Dies

Death took M. D. Jackson, who worked for more than 30 years in our Whistler shops as a mill employe, on October 1 at his home. Mr. Jackson was buried October 7.

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Military Railways Keep Supplies Moving to Fronts

American Military Railways in Europe are hauling more than 10,000 tons of freight daily.

They deliver food to Paris, as well as gasoline, ammunition and other supplies to the front. Operating day and night, Transportation Corps soldier crews drive the trains from Cherbourg to points east of Paris where the munitions are transferred to First and Third Army trains.

The railways have been put back into working condition by United States Army Engineers after being systematically wrecked by Allied bombers. A single key switchyard in France was cluttered and charred with rusting junk of 1300 locomotives and freight cars when the engineers arrived. But two tracks were repaired and the trains got through.

The railroad battalions are made up largely of men who were railroad men before they entered the Army. Each train carries a five-man crew. The conductor is a sergeant, the engineer a technician fourth grade, the fireman a technician fifth grade and the brakesmen privates first class.

(From Headquarters Communications Zone, European Theater of Operations, U. S. Army.)

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Bryden a Casualty

John Russell Bryden, Yard Clerk who entered service March, 1943, died Aug. 13 of wounds suffered in action in France. He is survived by his wife, Mrs. Henrietta Bryden of Tamms, Ill., and his father, John Bryden of 5682 Washington Bldg. St. Louis.
Pullman Conductor with Highest Seniority
In St. Louis Chooses to Run on Rebels

The Pullman conductor who ranks No. 1 in seniority in St. Louis likes the GM&O so well that he chooses the St. Louis to Mobile Gulf Coast Rebel run over all other Pullman runs out of St. Louis.

He is Conductor R. C. Stallings, who has nearly a half century of service with the Pullman Company to his credit, and who admits quietly that he likes the Deep South run on our Rebels better than any other. Mr. Stallings began as a conductor with Pullman shortly before the St. Louis World's Fair in the early 1890's, and he has never been off in all these years except for periodic vacations.

Conductor Stallings first served on the Mobile and Ohio Railroad about 40 years ago, switching over from another line. He stayed with us several years until he was forced to change to another line, because of seniority. Then, in 1942 when Pullman conductors were put in charge of sleeping car service on the Rebels, Mr. Stallings exercised his rights in seniority to again take the St. Louis to Mobile Run. He is a native of Louisberg, North Carolina, but has been a midwesterner since boyhood.

Lamon on Leave

Our amiable Agent at Memphis, Mike Lamon, has been ill for the past month or so, and forced to take things easy for a while. We hope to see him back with us soon, and in the meantime wish him the best of luck.

Army-Navy Award

(Continued from Page 3)
pany can justly be proud of the record you have made in producing sawmills for the Army. Your production here has meant more guns, tanks and planes on the battle fields, for each mill that went overseas freed shipping of many thousands of feet of lumber which otherwise would have had to be shipped to provide essential housing and shelter."

General Reybold, Chief of Army Engineers, who made an inspection trip in the South Pacific late in 1943 with shipping lumber into these bases. By using the portable sawmills, all available timber is converted into lumber on the spot.

From some of the 20 employees of the plant now in the services have come letters saying they have seen the sawmills in action. Typical of these is this one in part:

Dear Mom:

Several months ago while going down a jungle trail, there was a sawmill in the bushes. When I investigated, I saw that it was made by the Corinth Machinery Shop there at home.

Officers of the Corinth plant, in addition to President Jones, are Jameson C. Jones, Vice-President and Secretary, and Paul H. Thrasher, Sales Manager. The Corinth organization builds a complete line of portable and semi-portable sawmills with accessory equipment. Origin of the company dates back to 1875, when it was established under another name at Louisville, Ky. It was purchased by Corinth interests and moved south in 1902, and has continuously served the lumber industry.

GM&O is proud to be associated with this Company and to have a small part in the outstading war job it is doing.

Only one railroad passenger was killed for each 336,000,000 miles traveled in 1943. For this outstanding record, the American Railroads receive a special award from the American Museum of Safety.

The Mail Train

Points Out Need for More Blood Donors, Deplores Complacency on Home Front

Sir:

I note from the Rebel News that Mr. J. G. O'Connor, Chief Clerk to Superintendent Terminals, has made his 10th blood donation to the Mobile Red Cross Blood Bank. I heartily congratulate Mr. O'Connor for his patriotic action in this respect and believe he should be used as a symbol in inducing other physically capable employees of our company to make regular donations to their local blood centers.

It seems that a complacent attitude has developed in the minds of civilians at home since favorable reports of the war have been forthcoming, which attitude is just the opposite to take at a time when blood plasma is needed now more than ever before and when practically all Red Cross Blood Centers are begging and advertising for blood donors due to their quotas running far behind.

Permit me at this time to advise that Mr. L. W. Heist and I made our ninth blood donation the early part of September and are listed as "duration donors." Also, this office has been awarded a Red Cross Certificate denoting membership in the "National Gallon Club."

This is one of our patriotic duties and I appeal to others to join us as blood donors and assist in our great push to final victory.

H. W. Bell,
District Freight Traffic Manager,
Gulf, Mobile and Ohio Railroad,
Kansas City, Mo.

Addresses Louisville Group

Mr. Tigrett addressed members of the Louisville, Miss., Rotary Club Oct. 11, at the organization's regular weekly luncheon meeting. He touched upon the part Louisville has played in the life of the GM&O and commented briefly upon world affairs as they affect business and private enterprise.
Employes Urged to Aid In Reducing Fire Losses, Which Show Increase

National Fire Prevention Week is drawing to a close as this edition of the Rebel Route News rolls off the press, but it strikes us that efforts to prevent fires should not be a burning desire for but a single week in the year.

The Association of American Railroads tells us that in 1943 the amount of damage caused by fire on railroads was 50 percent greater than in 1942. This leads the Railroad Insurance Association to say that more railroad men will have to know the answers to these three questions:

**DO YOU KNOW HOW TO TURN IN A FIRE ALARM?**
**WHERE IS THE NEAREST FIRE ALARM BOX?**
**HOW IS A FIRE EXTINGUISHER OPERATED?**

In cooperation with other railroads, GM&O has displayed several hundred fire prevention posters on its properties, at the direction of the Operating Dept.

Nearly all fire losses are due to some form of carelessness, it is said.

Last year, careless smoking was accountable for the second largest fire loss to railroad properties. Careless use of oxy-acetylene torches and careless handling of oils and gasoline accounted for sizeable losses.

Employes of GM&O can be instrumental in furthering the railroads' program to cut fire losses to a minimum. Let's all help.

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**Tung Trees Heavily Fruited This Year...**

Production of tung nuts in our territory has developed in to a major industry within the past few years, and the crop is especially good this year, as these two pictures testify. The trees are heavily fruited and the harvest season is just beginning.

These pictures were made at Friokilton, La. and Citronelle, Ala., during the past few weeks. Top photo shows Dr. Angelo of the U. S. Department of Agriculture office at Bogalusa, inspecting a seedling tree, and lower photo shows W. C. Joy in his 50-acre farm at Citronelle.

Since the start of the war, tung oil—obtained by crushing the nuts—has been in great demand in this country since our major supply from the Far East was cut off.

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**Plans for Postwar R. R. Car Emphasize Comfort**

A long-distance railway car that will give overnight coach travelers chaise longue sleeping comfort has been designed by the Pullman-Standard Car Manufacturing Company, Chicago, and can be built as soon as wartime restrictions are removed. Ellis W. Test, assistant to the president in charge of engineering and research, announced today.

The third new type of railway car announced by the company for postwar railroad travel, this “Day-Nite” coach embodies other improvements in luggage handling, washroom facilities and controlled lighting that will provide the budget-minded passenger with many of the comforts and conveniences of first-class travel.

Seats will have an extra degree of recline that will enable travelers to assume a comfortable sleeping position, according to Test. At night the passenger obtains a full-length sleeping surface by pulling down from the back of the seat ahead a large upholstered leg rest.

Window drapes in Pullman-Standard’s “Day-Nite” coach do double duty by being converted at night into curtains separating each pair of seats. Hung on hinged rods, they are swung out at right angles to the wall and snapped to the back of the seat, giving each passenger a semi-private compartment.

Instead of a common washroom at each end of the coach, Pullman-Standard’s new car has three private dressing rooms for women and three more for men. Each is a self-contained unit having complete washing, dressing and toilet facilities, including large mirrors.

**Retired Employe Passes**

Edmond F. Shook, retired employee of the M&O R. R. died Monday, Sept. 18th, Mr. Shook was born October 16, 1875, and started to work for the Mobile and Ohio R. R. August 20, 1895. He retired from active service December 31, 1939.
FREIGHT RATES AND SOUTHERN PROGRESS

By THURMAN SENSING

Director of Research, Southern States Industrial Council, Nashville, Tenn.

Mr. Sensing is the author of many articles in the field of economic research in the Southern region. He also has written a number of historical articles and a historical novel. He holds membership in the American Academy of Political and Social Science and the Southern Association of Science and Industry and others.

The following article was suggested for the News by Vice-President (Traffic) L. A. Tibbs. Because it is enlightening on a subject which has had national discussion and is of the greatest importance to our Railroad and the welfare of the territory which we serve, we hope that everyone will take the time to read it through.

There has been a great deal of agitation and discussion concerning the effect of freight rates on the industrial progress of the South. It has been the claim of many officials in public office, notably the Southern Governors Conference, and certain public agencies, such as the Tennessee Valley Authority, that our present freight rates discriminate against the South. They seek rate uniformity on the basis of rates in effect in the East.

Southern railroads lately have been actively defending the present system of rates, taking the position that they have been built up over a long period of years so as best to serve the Southern region and that they would be seriously, if not vitally, crippled by making them conform to those in effect in the East.

It is worth noting that Southern industry itself, whose interests should be served by all the parties referred to, has had, relatively speaking, very little to say in the matter. It might be well at this time to consider the industrial viewpoint.

Any industry or any region of industries is always anxious to secure the most favorable factors possible in manufacturing and marketing its products. That is the spirit of competition. Naturally, freight rates being one of these factors, industries in the South, as elsewhere, want the most favorable rates possible. Southern industry, however, is not shortsighted in this respect. It knows, for instance, it cannot have and does not want rates that would mean disruption and possibly bankruptcy of its present transportation system. But it also knows, on the other hand, that it now enjoys a very favorable basic commodity rate structure which is essential to the future development of industry in the South, and which it is not willing to give up.

Moreover favorable freight rates do not always mean lower freight rates. As a matter of fact the present agitation for equality of freight rates from all places and all directions is most disturbing to some Southern industries, because quite often favorable rates for many Southern industries mean higher rates Southbound than Northbound. Industry in the North and East has had a long head start on industry in the South and an industry just getting started in the South would much prefer to have low rates on its products within the South and to the North, and high rates on its competitor’s products from the North to the South.

This very well sums up industry’s attitude toward the railroad’s side of the picture. Southern industry wants such freight rates as will guarantee to it a sound, progressive transportation system.

So far as the agitation for rate equality from officials in public office is concerned, Southern industry feels this is largely political. To give weight to their political efforts and ambitions these officials have seized on the claim of unfair discrimination against the South in the matter of freight rates and have even gone so far as to lay the major blame for the South’s comparatively poor showing in per capita wealth and income at the door of these so-called discriminatory rates.

This whole premise is wrong. The basic reasons for this lower per capita wealth and income are three:

1. The economic progress of the South was set back a hundred years or more by the Civil War. Before that war the South had the greatest per capita wealth of any region in the Country. During the war this capital investment was lost and it has not yet been regained. It takes a long time for a nation to regain lost capital. This the South has been slowly doing for seventy-five years. At present it is doing so at a rapidly increasing rate.

2. In the second place thirty per cent of the population of the South is composed of Negroes compared with ten per cent in the nation at large. Anyone familiar with such a situation instantly recognizes why a per capita comparison of wealth and income would contrast unfavorably for the South.

3. In the third place a much larger part of the South’s population than for the nation as a whole is a rural agricultural population. In this case particularly a comparison of per capita cash income is of no particular meaning because there is a great deal of difference between actual welfare and wealth in dollars and cents and a small Southern farmer may be just as well off or better off than an Eastern laborer with a much larger cash income.

It is difficult to understand how anyone could propose, or believe, that discriminatory freight rates have been the cause of this lower per capita wealth and income in the South. As a matter of fact, it is doubtful that freight rates by and of themselves can even determine the location of industries. There are many other things of much more vital importance to the success of a business than freight rates, and favorable freight rates are generally the result of the location of a business rather than the cause of its location.

Based on their incorrect premises, these sources go further and state that our present system of freight rates is seriously impeding the industrial progress of the South. That this is not the case is easily demonstrable by anyone familiar with the facts. For several years now the South has been growing faster industrially than the nation as a whole. During the last decade the value of the South’s manufactured products has increased from fifteen per cent of the nation’s total to twenty per cent of the nation’s total. Usually considered an agricultural region, it should be noted that the cash income from all farm products in the South for 1940 was only twenty-five per cent of the value of the South’s manufactured products in 1940.

(Continued on Other Side)
Sometimes the proponents of rate uniformity will admit that the existing industries in the South are progressing satisfactorily under the present system but state they are concerned with the industries that do not exist—the unborn industries. Such a position is illogical. If it were not so, we could in no way account for the rapid growth and progress of Southern industry, which is even now making full use of the great raw material resources of the Southern region.

Our present system of rates has been built up over a long period of time through cooperation of all concerned and in such a way as to best serve this region. It would not be wise to ignore the voice of experience. The average rate level in the South is, in fact, only about five per cent above the average level in the East. In a land of free enterprise and competition there are usually very sound reasons for differences in prices and this is just as true for freight rates as for anything else.

Southern industry does not want uniformity of freight rates when no one knows what the results of such uniformity will be. With many favorable commodity rates now existing, with eighty per cent of Southern traffic moving on rates as low or lower than elsewhere in the country, Southern industry feels that the backfire from freight rate uniformity might be of serious consequence to the industrial growth which the South has labored so long to bring about; that uniformity might do much more harm than good. One gets the impression that proponents of uniformity have simply seized upon a catch word, have imagined an idealistic situation, without knowing, and seemingly without caring, what the result would be. It is strangely reminiscent of that ill-conceived, semi-slanderous statement a decade ago by another agency that the South was the Nation's Economic Problem No. 1.

In the case of such agencies as the Tennessee Valley Authority, one of the chief proponents of uniformity in freight rates, Southern industry feels that its position is theoretical and not practical.

As a matter of fact, so far as the Tennessee Valley Authority is concerned, it seems that the "snake" of rate uniformity may be about to bite the bosom of the one who has warned it. The Tennessee Valley Authority is now being seriously criticized for charging one maker of aluminum higher rates on electricity than another maker of aluminum in its own territory. The reasons given for doing so by the Tennessee Valley Authority are quite like those advanced by the railroads for their variations of freight rates, that the same situation does not exist everywhere and that the consequent injury to the investment of the government would be much greater than any possible rate saving to the consumer. It is difficult to see how the Tennessee Valley Authority can ask the railroads to do what they are refusing to do and when there is far more reason for uniformity in electric rates charged by a public agency than there is for uniformity in freight rates charged by the railroads.

Southern industry seeks rates favorable to its continued growth where such rates can be secured on an equitable basis and in accordance with sound business practices. Many industrial agencies are continually striving to this end and through mutual cooperation of all parties concerned are securing favorable results. Southern industry is opposed to rate making by political pressure or through legislative action rather than through the time honored method of unbiased judgment of experts on the matter acting through the Inter-state Commerce Commission.

Southern industry is opposed to any methods of regulation that would tend to kill individual initiative and free enterprise; it is opposed to regimentation and bureaucracy.

Southern industry, whose interests are most at stake, is not complaining. It has not been the custom of the South to complain. It knows it has the resources and is determined to utilize them. The road back for the South has been long and hard but the South has traveled that road and is now realizing in ever increasing tempo the benefits of its courage. Allowed to work out its own salvation, the South is destined to become the brightest spot of the nation.

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TRAINMEN AT MOBILE—Here are some of the men who keep the trains moving at and out of Mobile. From the left, Engineer Ed Gabel, Engineer G. Smith, Engineer J. Wendock, Switchman H. J. Quinnelly, Foreman John Lord, Switchman F. L. Hight, Supt. Terminals J. J. Hoeksema and Switchman J. F. Wheeler.

OFFICE FORCE AT PRAIRIE—Our agency at Prairie, Miss., has been a busy one since location of the Gulf Ordinance Plant there. Members of the office force are, left to right: Edward Huffman, Porter-Messenger; J. M. Howell, Operator; Mrs. Susie B. Lewis, Bill Clerk, and Walter C. Raniger, Cashier.