INTERNATIONAL HOUSE AT NEW ORLEANS ATTRACTION WORLD-WIDE ATTENTION

One day in the middle of 1943, a group of industrial and civic leaders of New Orleans met to seriously discuss the post-war destiny of their port and the Mississippi Valley.

These men frankly faced the fact that if world trade opportunities were to be developed, international responsibilities would have to be assumed.

They realized that twenty Latin American Republics send thousands of their representative citizens through the port of New Orleans yearly to make business and cultural contacts with this country, and that their impression of America would be largely that of the reception accorded them at the gateway of entrance.

Therefore, these men decided that an international club would be the best means of creating mutual respect and trust between these visitors and the citizens of New Orleans and the Mississippi Valley. To this end “International House” was instituted. A nine-story former bank building in the heart of downtown New Orleans, is headquarters. The project is financed by a membership combined of executives of New Orleans and the Mississippi Valley—representing steamship, barge, air and motor transportation, as well as, prominent citizens and leading business and

(Continued on Page 7)

ALTON ACQUISITION PLAN APPROVED BY I. C. C.

Plans for the acquisition of the Alton by the GM&O RR are progressing satisfactorily with the authorization late last month, by the Interstate Commerce Commission, of the purchase as set forth in a reorganization plan submitted for the bankrupt Chicago road. Confirmation must be obtained by the Federal District Court in Chicago, and GM&O Stockholders must approve, before the matter can be concluded.

Under the plan approved by the Interstate Commerce Commission, GM&O will acquire the properties of the Alton and will control the three Alton leased

(Continued on Page 2)
CONFIRMATION BY CHICAGO COURT
NEXT STEP IN UNIFICATION

(Continued from Page 1)

lines under contracts running for one thousand years in one case and in perpetuity in the other two.

The Alton owns and operates five hundred miles of main line and 153 miles of branch lines, and operates under lease 267 miles of main line.

The Commission in approving the plan stated that the unification "will result in a system of railroads extending from the Gulf of Mexico to the Great Lakes and enjoying, on a large volume of traffic, potential maximum hauls in excess of those enjoyed by either of the two systems as presently operated."

As a result of reorganization and unification, Alton capitalization is being reduced from $89,355,551 to $40,895,377 for addition to GM&O's capital structure. The GM&O's capitalization on Dec. 31, 1944 was $67,185,703. Total proposed capitalization of the new company will be $106,955,785.

Fixed charges of the entire new system will be approximately $1,405,493 for the ten-year average. The Commission said that "the capitalization proposed is conservative. The additional fixed charges, represented by those to be incurred in connection with the new properties, estimated at $428,955 for the 10-year period 1945 to 1954, are materially less than the average income available for fixed charges of the Alton during the 6-year period 1936 to 1941, without taking into consideration any additional revenue to be derived from the longer haul and operation of the Alton as a part of the Gulf, Mobile & Ohio system, which, in view of the complementary positions of the two lines, should be substantial."

Plans are actively being pushed for vast improvements both in equipment and roadway, and plans for making GM&O the first completely dieselized major railroad in the U.S. are still very much alive.

The Chicago Journal of Commerce in a recent article says that "although GM&O assumes $80,000,000 of equipment obligations and a liability for some $256,000 in rental arrearages, it gained control of the Alton without the investment of a dollar in cash—in sharp contrast with earlier occasions in the Alton's chequered history. In 1899, for example, the E. H. Harriman interests took over the road for a total cash outlay of about $60,000. In 1931, the Baltimore & Ohio ended a nine-year receivership for the Alton by an investment of some $57,000,000 in cash, plus assumption of $50,000,000 in Alton obligations."

The Alton has the shortest line between Chicago and St. Louis, the only double-tracked route between the two and as safety features has block signals and train control. It has always enjoyed a large portion of the passenger business between these two points. Over 2,250,000 passengers were transported in 1944 and revenue on passenger and allied services amounted to $11,240,435.

There will be no change in the corporate organization or name of Gulf, Mobile & Ohio. However, the slogan, "The Alton Way" will be adopted to keep The Alton name before the traveling public.

S. A. DOBBS SNAPPED AT SPARTA

S. A. Dobbs, Assistant Vice-President at St. Louis, was snapped recently as he left the New Orleans Rebel at Sparta. Mr. Dobbs is well known all over the Line, as he has been stationed at various important Railroad points, chief among them Laurel and New Orleans. He was transferred from New Orleans to St. Louis shortly after the merger in 1940, where he has been engaged in executive capacity. He has a thorough operating background having been employed in his early days of railroading as a Train Dispatcher. His after-business hours tend to golfing, hunting and an unaccustomed game of gin rummy.

BOOM AT CALHOUN CITY

From Commercial Appeal, Sept. 29, 1945

Calhoun City is in the midst of a $250,000 building boom. Several contracts have been closed and others are in process. The Calhoun city school district has floated bonds to build a $75,000 modern, air-conditioned brick school to accommodate 600 students. Bonds have been issued to build a $60,000 industrial building to manufacture work clothing. Plans are under way for some 25 new dwellings, awaiting material and workmen.

The above is a factual testimony to the efficiency of Gulf Transport. Calhoun City is served by Gulf Transport trucks, with respect to freight traffic.

When the old O.H. & C.C. Railroad was abandoned, Gulf Transport arranged to provide service between Houston, (on GM&O) and Calhoun City, 21 miles.

A rail-truck handling depot was constructed at Houston and freight is transferred to and from cars from trucks there. Rates were made to provide, as nearly as possible, the same charges as were in effect when Calhoun City was on a railroad. Special gasoline trucks, lumber flat bottoms and merchandise vans handle Calhoun City's needs swiftly and efficiently. The town, which many predict will "dry up" with the passing of the Railroad, has prospered and grown under G. T.'s modern co-ordinated Rail-Highway Service.

RAILROAD FACTS

Railroad taxes in 1944 averaged $5,044,000 a day which, if paid in silver dollars, would make a stack about eight miles high.

Prior to 1853 when Standard Time was adopted in this country, railroads operated their trains on more than sixty different Standards based largely on the time used by one or more of the cities through which the train was operated or the time used by the city where the railroad had its headquarters.

Army freight moved by rail totaled 278 million short tons in the 43 months since Pearl Harbor, which is equivalent to approximately 244,000 train loads.

For use in sweeping Pullman cars and in cleaning yards, the Pullman Company required 82,638 brooms in 1944.

TAKES TRIP TO CALIFORNIA TO SEE TWIN GRANDSONS

Good-natured, accommodating M. H. Hall—you see him often on The Rebel between Mobile and Meridian, took several days off last month... his first time away from the job (air-conditioning maintainer) since 1940.

But there was a reason, and a good one. He went to California to see his brand new twin grandsons. Mr. Hall's son-in-law Robert Alvin Kidd worked for GM&O in Mobile before going to the West coast to accept a job with the Pullman Company.

— 2 —
ABOUT G. M. & O.
AND ALTON EMBLEMS

The following story is from Freeman H. Hubbard's popular new book Railroad Avenue—detailing stories and legends of American Railroading.

Still another Railroad that has a clever trademark is the Gulf, Mobile and Ohio, which gave the South its first streamlined train, The Rebel, and the world its first train hostess, Miss Katherine Sullivan, both in 1935.

DESIGNER STILL WITH ROAD

When The Rebel was brought out, the GM&O asked one of its draftsmen, Charles Haunstein (still with GM&O) to design a trade-mark. The result is a pair of wings to symbolize speed and streamlining.

In my opinion, Ike Tigrett comes closer to being a railroad legend than any other living person. He has headed the GM&O or predecessor roads since 1911, which makes him the country's, if not the world's oldest chief executive in point of service. Not only that, but under his management his pike has grown from an obscure 45.5-mile feeder to a Class 1 carrier, 1,859 miles long. I do not know of any other important road that can boast of a forty-fold growth during the present century.

THE ALTON EMBLEM

The first emblem adopted by the Alton was tricked up with a shield, a helmet, and an electric headlight with wings, in addition to the device you see here. Its old motto, "The Only Way," was originally the title of a melodrama by Henry Miller based on Dickens' Tale of Two Cities. One winter night in about 1890 when it was playing at Chicago, a couple of C & A brass hats attended, and after the show dropped into a restaurant to discuss ideas for a trademark.

"I tell you," said one man, "we've got the only way to Kansas City and St. Louis!"

His companion replied instantly: "Then why not call it "The C&A, the Only Way.""

And that, we are told, was how it came about.

The data on dominoes suggested to Louis Braille, born in Coupvray, France the idea for his Braille System of reading for the blind. His discovery was given to the world free and his words, "let there be light" were famous ever after.

MAKES REBEL FRIENDS IN TICKET OFFICE

The attractive young lady, surrounded by all the Navy Rank, is Miss Mary Knox Thompson who as a member of our City Ticket office in Mobile, starts passengers pleasantly on their Rebel trips. Her charming personality and willingness to be of help to passengers planning trips, makes many friends for the Railroad. She is the daughter of Assistant Vice-President V. J. Thompson of the Operating Department and before coming to GM&O worked in the ticket office of the L&N.

DAN BARNARD TO RESCUE IN UNUSUAL SERVICE SITUATION

The New Orleans-St. Louis Rebel was "making up for lost time" just North of Perry, Illinois one afternoon not so long ago. As the streamliner flashed by a section crew, pausing beside the track to let the train pass, a negro woman excitedly waved. A piece of paper fluttered to the ground and was borne in a flurry of dust down the track in the wake of the departing train.

Some two hours later The Rebel pulled into Union Station and a tearful passenger approached Division Passenger Agent Dan Barnard. She told him that she had lost her ticket, for part of her journey beyond St. Louis, and that she was without funds to purchase another. Dan has many problems in the course of his day at Union Station, but none before quite like this.

However, he took the passenger to Travelers' Aid where arrangements were made to lend her the money for another ticket. Dan then wired the Section Foreman at Perry, who after a short search found the ticket and mailed it to Passenger Traffic Manager P. E. Gell so that a refund could be made.

The final chapter was written when Mr. Barnard received a letter of appreciation from the passenger who said:

"Thanks to you all, for mailing and finding my ticket: . . . was sure worried about it and did not know what to do. It is good to meet good people. D. G. Barnard told me he was happy, and everything came out O K. So thanks to the Company, the Gulf, Mobile and Ohio Railroad."
PARTIES AND GIFTS IN HONOR OF POPULAR RETIRING CHIEF

(From Jackson Sun)

Bertram H. Fox, chief train dispatcher at Jackson, Tenn., was the honoree at a farewell gathering Sunday afternoon in the offices of Supt. W. H. Forlines when gifts were presented to him on the occasion of his retirement after nearly 51 years of service.

Supt. Forlines was master of ceremonies and in a fitting manner presented to “Chief” an Elgin gold wrist watch with gold band, two $100 War Bonds and $25 in cash—the gifts purchased from funds readily subscribed by associates of Mr. Fox both in the offices and in the transportation service.

Addressing Mr. Fox, Supt. Forlines said:

“We wish you to know that this token of appreciation of your long and faithful service is a gift from the hearts of those who hold you in highest esteem.”

He told of the birth of Mr. Fox at Red Bull, Ill., Oct. 11, 1879, of his entering the rail service at Elgin as telegraph operator December 4, 1894, serving there until June, 1895, of his becoming station agent and serving until March, 1904, when he became an operator in the Dispatcher’s office at Cairo, serving until May, 1904, then becoming train dispatcher at Murphysboro, Ill., and serving in that capacity until 1923 when he came to Jackson as chief dispatcher and serving until his retirement Oct. 1.

Mr. Fox married Miss Charlotte Kate Kardell and they have one daughter, Mrs. Yvonne Fox Sharkey, wife of John Sharkey, superintendent of the Vicksburg Division of the Illinois Central, and a granddaughter, Mary Kate Sharkey, who is the idol of her grandfather’s heart.

Amidst much applause from 25 or more associates, Mr. Fox arose to say that he appreciated very deeply the gifts and the spirit that was behind them, adding that he had enjoyed very much working with the group.

“As I look back over the 50 years with its trials and tribulations—and its joys and pleasures—I feel that the battle was not in vain,” said Mr. Fox.

Appropriate speeches were also made by Superintendent of Motive Power W. H. Daugherty; Conductor M. F. Phillips; Mr. John Yillman, Chief of Order of Railway Conductors, GM&O; Retired Superintendent Dave Rice; Dispatcher J. E. Luton. All paid high praise of Chief Fox for his “Fair and considerate treatment” of fellow employees and for his loyal and faithful service to the Company.

Harris Brown, editor of The Sun, who had been invited to attend the ceremony, being asked for an expression, said:

“Fifty years is a long time to serve one corporation. To have served it faithfully and efficiently, to have won and retained the good will and esteem of one’s associates and to have come to the end of that service with this kind of ceremony is quite significant. I have always admired Mr. Fox. He has many fine traits. He has meant much to you and to the community.”

In closing Mr. Brown said, “Let me again say as I have said on a number of occasions that as a newspaper man I appreciate very deeply what the railroad people of this city have meant to Jackson.”

Supt. Forlines presented as Mr. Fox’s successor W. A. Bittle, who has been assistant chief train dispatcher at Tus-
Looking westward towards the City, across the 13-mile expanse of Mobile Bay. The ship-channel is located in the approximate center of the Bay and it is 31 miles from the Gulf to the Port. The State of Alabama’s ten million dollar docks handle commerce to and from World ports. GM&O also serves the important Gulf Port of New Orleans.

Famed in song and fiction, the quiet beauty of wind-swept Mobile Bay with its moss-festooned oak trees silhouetted by the setting sun, belies the importance of this great waterway as one of America’s leading ports of foreign commerce.

Last month 108 ocean-going vessels, with valuable world commerce, sailed the 31-mile ship channel up the Bay from the Gulf to the harbor in Mobile River. Sailings and tonnage is increasing daily as all Gulf ports and shipping lines swing into post-war activity.

Gulf, Mobile and Ohio is fortunate to serve both the ports of Mobile and New Orleans and its Foreign Freight Department is actively engaged in promoting tonnage through these two foreign gateways.

calcosa, Ala., and who assumed his duties October 1.

Previously a surprise barbecue party was given for Mr. Fox at the home of Mr. and Mrs. Forlines.

Attending were Mr. and Mrs. Tigrett, Mr. and Mrs. Biscoe Scales (Employee Consultant), Mr. and Mrs. Charlie Worts (Mechanical Dept.) and Mr. and Mrs. Fox.

STEVENSON HEADS CHEST DRIVE AT JACKSON

R. E. Stevenson, Assistant to President, has been named to head the Jackson, Tennessee Community Chest. Bob is a real go-getter and if he uses the same technique as he used when in the Traffic Department at New Orleans, Jackson will go over its goal in fine style.
ALTON MADE PULLMAN HISTORY
WITH ABRAHAM LINCOLN FUNERAL TRAIN

The first real railway sleeping car was built in 1865 by George M. Pullman. Called the “Pioneer”, it was so much longer and higher than any car in use that it could not run on the railroads of that day until the clearances and other obstructions along the track had been removed. It looked like the “Pioneer” would be the finish of Pullman, for it cost about $20,000, all the money he owned or could borrow. It was the death of Abraham Lincoln that gave Pullman his first chance to use the new car. Those in charge of the funeral train which wound its long way across the country from Washington to Springfield had heard of the new car and asked that it be put at the disposal of the family on the last lap of the journey. The railroad that complied with this request and changed its stations and structures for the “Pioneer” was the old Chicago & Alton, whose bond we give you this week.

Excerpt From The Bond of the Week
A Publication of Stroud & Company

CREDIT GOES A LONG WAY

Give credit where credit is due. Yes, and give it where it's not altogether due. If you have been part of a project that was brought to success by your own work and also by the work of others, don't be reluctant to pass the credit on. Submerge your own role, even though you feel the others had little, of anything, to do with the achievement.

For what is this thing called “credit”? If you claim it all for yourself, it is nothing and dies with you. If you pass it on, it is a magic substance that grows as you distribute it. Everybody feels strong and cooperative when given credit. And the giver becomes big in the eyes of the receiver.

The next time you ask people to work with you, they will give a much bigger part of themselves for your having given them the credit now. But if you grab all the credit, they will be reluctant to cooperate next time.

—James T. Mangan.
In Coronet.

ZALKIND RETURNS TO RAILROAD AS O.D.T.
SERVICE ENDED

Harry Zalkind, who has been furloughed to the O.D.T. as District Manager at Mobile, returned to his old duties with the Legal Department last month. Harry's return seemed perfectly timed... he assumed his duties on the very same day the I.C.C. approved the plan for the Alton consolidation.

CHICAGO CHATTER...

Jim Hennessy, of our Chicago Traffic Office, is quite the happy man these days. All three of his boys are out of the service now and are looking for their first Christmas together since the war started.

Bill Schmidt's son, in the Navy, is stationed at Guam.

Secretary Muriel Vella has an Uncle who as a citizen of Malta was in charge of the National Guard Defense there. It's heroic defense against the most concentrated aerial attacks of the entire war is world history.

TALK TRAFFIC AS REBEL PAUSES AT MERIDIAN

C. E. (Codie) Thomas and Mrs. Thomas were met at the Meridian Station by Burlington's Pete Petagna when the Mobile Commercial Agent and his wife went to Jackson, Tennessee on a short vacation trip last month. Pete, whose headquarters are in Mobile, works Mississippi and came down to wish Mr. and Mrs. Thomas a pleasant trip as The Rebel paused at Meridian.
SONG WRITTEN ABOUT BOAT TRAIN

For the past several weeks our Publicity Department has been unusually tempestamental. In fact, it is rumored that the personnel of the office bodily evicted the mail boy just because he was whistling a tune called “On the Atchison, Topeka and Santa Fe.”

To date, interested watchers have seen a violin, guitar, saxophone and piccolo smuggled hurriedly into the glass door marked, Publicity and Advertising. But as yet the only thing to come out has been some very disturbing noises and a dusty copy of a sheet of music entitled The Havana Limited.

According to the legend on the music, the tune was featured “successfully at the Jamestown Exposition by the Great Biehl Family Quintette.” The words, which feature the Havana Limited, refer to the C&A, now the Alton and the M&O, GM&O. The words follow:

Aboard the great palace the elegant cars, Of the great trunk line C and A, And travel in comfort and freedom from jars, While viewing fair scenes on the way.

Then connect with the line that’s called the M and O, That’s joined to the great C and A, And then safely and swiftly to the Gulf City go, Where the Prince George waits at the bay.

CHORUS
Let’s all take a trip on the great Prince George, The fastest ship on the seas, Which crosses the Gulf in its stately pride, While kissed by the ocean breeze, And lands you at Havana in a short time, That beautiful place on the isle, Where music and gladness and fair Spanish maids, The too fleeting moments beguiled.

The Havana Limited song brought back fond memories to Henry Hanna, Chief Clerk Passenger Department and to J. G. Minniece, Transportation Asst. both of the Mobile General Office. They recall that the train in 1906 had a nineteen hour and forty minute schedule between St. Louis and Mobile and that the train was placed at ship-side for loading and unloading passengers at the Gulf Port. The service was in connection with the Munson Line and the Havana Limited ran once weekly.

A timetable folder said: “Rivals the finest limited trains of the United States, consisting of the handsomest Pullman cars and day coaches, and a diner rivaling the ultra hotels and clubs in service, with carefully chosen chefs and attendants, and a steward and larder that will leave nothing to be desired on the part of the most fastidious. The whole train is flush-vestibuled, with rubber mosaic platforms and steps, curtained passageways, steam heat, electric lights and automatic ventilation.

SANTA FE SONG HIT UNCOVERED
POPULAR GM&O TUNE OF YESTERYEARS

WOOD-WORKING INDUSTRIES AND THEIR IMPORTANCE TO LAUREL’S FUTURE OUTLINED FOR ROTARY

“Wood-Working Industries and Their Importance to Laurel” and “The Value of Growing Trees” were subjects discussed by S. A. Robert, Development Director, at a meeting of the Laurel Rotary Club recently. Will Hargrove, Agent, presented Mr. Robert who reviewed the history of Laurel as a saw mill town.

The Leader Call said:
“Development of the Masonite process for utilization of the entire tree instead of only the choicest cuts for dimension stock, subsequent expansion of the Masonite industry several times over and enlargement of other local industries, led Mr. Robert to the assertion that Laurel has fared well in industrial expansion in the past few years.”

“Quoting statistics on the magnitude of the wood-working industry in Laurel, Mr. Robert said: ‘Within the past twelve months more than 12,000 carloads of saw logs and pulpwood were shipped into Laurel for processing. An additional 360 or more carloads in volume came in by truck. More than 9,000 carloads of finished products moved out. Above 3,600 people were employed in this industry. The payroll has exceeded $650,000 monthly. It is needless for me to go into detail of the benefits derived from the release of such an amount of new wealth in Laurel.’”

“‘We need to become timber conscious’, concluded Mr. Robert, ‘to see in the growing tree wealth in the making. If we get this picture we will see to it that rightful forestry procedures are followed on lands that are under our control; that our neighbors do likewise; that conservation and replenishment of our forest resources become a practical slogan; and that those in our schools, both town and county, and throughout the area, are taught the importance of timber growing.”
TRACKSIDE RESIDENT OFFERS REBEL XMAS TREES
Mathison, Miss., Oct. 1, 1945.

Sherwood Switch
Dear Mr. Moore:

I appreciated your letter last year about hooking on your telephone line, and I really appreciate the thought of having so many friends on the GM&O. They are all nice to me, and I am always glad if I can be of any help to them.

I noticed in the January issue of The Rebel Route News where they had little Christmas trees on the Rebel train during the Christmas holidays. It may be a little early to mention it right now, but I have some beautiful little cedars growing in my park that I'd like to give the Company at Christmas time. They come from the seed just in a thicket. They are from 3 to 5 feet high. I don't know the crews on the Rebel as it comes through in the night, though they meet trains here a lot, I could put the trees out there sometime and they could get them. I put fruit and vegetables out on the switch when I know certain ones are on. They get them and tell me they did. I noticed your picture in the April, 1940 Rebel News. I had a letter in that issue.

We really had company Sunday eve. A long freight met a troop train here. The crews got off and shook hands with us, the ones that could, and the others were out to say "hello".

I am still in love with the GM&O.

Sincerely,
Mrs. Maxie Arnold
Mathison, Miss.
Route 2, Box 21.

MISS BOBBIE PORTER JOINS HOSTESS STAFF
Meet Miss Bobbie Porter, who has just joined GM&O as the latest addition to our Hostess Staff. Hailing from Gulfport, Mississippi, she is finding her new work on The Rebels, "interesting and enjoyable."

Miss Porter was doing her bit for the war effort when hired by the Railroad, having been connected with the Navy Supply Base at Mobile for some time. She is a graduate of the University of Mississippi and majored in English, Spanish and Sociology. She's a Kappa Delta and likes swimming and archery.

Welcome to the GM&O, Miss Porter.

INTERNATIONAL HOUSE
(Continued from Page 1)

professional men interested in commerce, finance, education and government.

The staff of "International House" includes a capable personnel of linguists so that "International House" can be the center of activities of an international character and here the representatives of our cultural, social and business groups can meet on common ground with similar representatives from other lands. "International House" is already doing a great job of developing the export and import business of the Mississippi Valley with other nations of the world and fostering closer cooperation of our own government and the official representatives of other governments.
PAUL HARLAN
OF G.T.CO.
IN TOKYO

Lt. Paul Harlan, who before the war worked for Gulf Transport as a Traffic Representative in Mobile and St. Louis, writes Passenger Traffic Manager Geil from the South Pacific where he is stationed . . .

"The good old Rebel Route News has kept me pretty well posted on the GM&O's activities and I was certainly overjoyed to hear of the prospective purchase of The Alton.

"My old sub-chaser was turned over to the Russians and I came out here last Spring on this small gunboat. We were at Okinawa from April until late in August, when we came up to Japan. Have been in Tokyo Bay since August 28th. Have a fine bunch of officers and a good crew, so the duty isn't bad.

"Saw Bransford Whitlow (Executive Representative—Now Lt. in Navy), while we were fitting out in New Orleans. Was sorry I didn't have a chance to get over to the office. We were pretty much pressed for time.

"Please tell everyone 'hello' for me and give my best to Mrs. Geil and the boys."

YOUNG COONEY ABOARD
FAMOUS FLEET TANKER

Pat Cooney, Jr., son of the Mobile Commercial Agent, is on a fleet tanker and during the war has seen a major part of the Globe. He was at home between cruises when the above picture was taken, his ship having returned to Norfolk from the Atlantic theatre for transfer to the Pacific. At present he is believed to be in Leyte.

Some of the operations supported by the U.S.S. Anella, upon which young Cooney serves, are:

- Invasion of Normandy
- Carrier Strike on Luzon
- Occupation of Philippines
- Carrier Strike in South China Sea
- Occupation of Iwo Jima
- Carrier Strike on the Empire
- Occupation of Okinawa
- Carrier Strikes and Bombardments of Empire.

MR. DEENEFE AND ASSOCIATES TO ENTERTAIN CONVALESCENTS

At the request of the American War Mothers Society, Vice-President and Comptroller R. E. DeNeefe's Accounting Department stage troupe will present an elaborate musical floor show for convalescent patients at Marine Hospital in Mobile on October 22nd.

The performance will be held for Navy patients. The War Mothers and the Medical Staff of the hospital. No visitors are to be permitted. Some fifteen talented members of the Accounting Dept. will assist Mr. DeNeefe in the presentation, which will be called "The Rebel Revue of 1946." Mr. DeNeefe was decorated recently by the U.S.O. for programs of entertainment presented service men. Mrs. F. I. Spaulding is Chairman of the War Mothers' Committee sponsoring the Marine Hospital show.

VETERAN OF COMBAT
IN UNIT LIBRARY

THE 157th GENERAL HOSPITAL,
Blandford, England — Staff Sergeant Carl A. Theis, Jr., of the GM&O in Cairo, a veteran of the invasion of Southern France, is now the librarian at this United States general hospital.

Sgt. Theis is in charge of an up-to-date library which has served 11,000 patients, and in addition maintains an up-to-date news room.

"These men read everything," said Sgt. Theis. "One Frenchman wounded at St. Lo was a patient for almost 200 days. During this time he read every book written in French we were able to obtain."

Before entering the Army in October, 1942, Sgt. Theis was employed by the Gulf, Mobile and Ohio Railroad. His wife, Mary Rebeca, and son, Roger, live in Cairo.

DRIVER SCHILLING ON BOAT THAT LED FIRST WAVE ASHORE IN JAPAN

Gulf Transport Driver Paul Schilling who, before he went to the Navy, was on the North-end working out of Waterloo, has written an interesting letter to Superintendent Dan DuBois about V.J. Day as "celebrated" in Tokyo Bay. Paul is a signalman and is now in Samar, Philippines aboard the U.S.S. Dickens.

"What did you do on V.J. Day? Celebrate a little? We never had a chance, for we were there in Tokyo Bay at the time. Everyone was prepared for battle. We didn't know just how the Japs would welcome us. There were ships, so many ships everywhere. The skies were darkened by planes overhead. We had more B-9's overhead than the Japs had all during the war. Ha! Ha! Really, it was an occasion to participate in. After the surrender terms were signed on the Battleship Missouri, General MacArthur boarded a destroyer, and behind that destroyer we were following it in our boat leading the first wave of the first Calvary to the soil of Japan.

I must say that I am proud to be the Signalman in the boat that led the first wave into Japan. (Brarging) Ha! Ha! After reaching the beach, the Japs fooled us. For they even helped us all they could in their native way. Oh! Dan, after that I was so thankful it was all over I felt like really crying with joy.

After we had enough troops on the beach, we took over the great naval base of Yokohama and an army band was organized quickly and played during the raising of Old Glory over the naval base. Then after the official flag raising, the band marched around playing "The Old Grey Mare Ain't What She Used to Be". Very fitting for the Japs. Ha! Ha!"

SUPT. MOORE HEADS NEW ALBANY ROTARY

W. R. (Rufus) Moore, Superintendent on the Tennessee Division, is President of the New Albany Rotary Club this year. "Rufus" is a great guy and is sure to make an A-1 President.