24 DIESEL ENGINES ARE ORDERED FOR GM&O

The Board of Directors of our Company, meeting in St. Louis, on October 18th, approved the purchase of 24 Diesel Locomotives at an approximate cost of $3,000,000.

The locomotives are to be 20 road freight engines of 1500 horsepower each; two 1,000 horsepower road switchers and two 2,000 horsepower passenger locomotives for use on streamlined equipment. When added to the 26 units GM&O already has, we will have fifty diesel units in operation. The entire system is to be dieselized under the program.

At the same meeting, the Directors declared a $2.50 per share dividend on preferred stock to be paid on January 1st, to holders of record of December 12.

The locomotives are being purchased from Electro-Motive Division, General Motors Corporation; the Baldwin Locomotive Works and the American Locomotive Company.

JACKSON, MISS. EMPLOYEE WINS $100.00 BOND

Mr. and Mrs. Theodore A. Bush, 237 Fredrica Street, Jackson, Mississippi, were the winners in the GM &O-Gulf Transport employees' garden contest, and they have been awarded a $100.00 War Bond.

Mr. Bush works at the tower in Jackson and he and his wife are to be congratulated on winning the Victory Garden Contest over a competent field of entrants.

THREE PROMOTIONS ARE ANNOUNCED FOLLOWING MEETING OF BOARD

Three well known officers of the Company received deserved promotions at the last meeting of the Board of Directors in St. Louis.

Promoted to Vice-Presidents were S. A. Dobbs of St. Louis and H. E. Warren of Mobile. T. T. Martin of Mobile was elected Assistant Vice-President. All three men have been connected with the Company for many years.

Mr. Dobbs, formerly Assistant Vice-President at St. Louis, started his career with the Railroad 37 years ago as
PROMOTIONS
(Continued from Page 1)

an Operator at New Albany, Mississippi later being promoted to Chief Dispatcher at Laurel. When the Railroad purchased the N.O.G.N. and began operation into New Orleans, Mr. Dobbs was transferred there as Agent being promoted to General Agent and then Executive General Agent. Shortly following the M&M merger he was sent to St. Louis as Assistant Vice-President. "In the words of President I.B. Tigrett, "He has accomplished every job assigned to him in a first class manner."

Mr. Warren Began As Clerk

Mr. Warren, who at the time of his promotion was Manager of Purchases and Stores, started his Railroad career in 1903 as a clerk in the Dining Car Department working up to the position of Superintendent of Dining Car Service. In 1917 he was made Special Representative of General Superintendent at Mobile holding this position until 1920 when Mr. Tigrett personally hired him as Chief Clerk to the President, "for an especially important task." In 1931 he was made Manager of Purchases and Stores. He is a native of Jackson, Tennessee.

Mr. Martin Edited News

Mr. Martin went to work for the Road in 1929 as a Special Representative in the Development Department, becoming Editor of the GM&O News in 1929. In 1934 he was promoted to General Agent supervising on line industrial relations. In June 1941 he was promoted to Executive Representative and as such has handled matters pertaining to the location of industries. During the first nine months of the year Mr. Martin and his Department located 133 industries in the territory.

All three of these men have been actively associated with the growth of the GM&O Railroad through the years and have spent long hours in thought and labor in the interest of the Company. They are personally known throughout the territory and have the best wishes of countless friends on the Railroad and among civic leaders in their new endeavors.

TARIFF DEPARTMENT GIVES NEW RECRUIT
SEND-OFF ON LAST DAY AT WORK

Going away and leaving all of these pretty fellow workers was the worst part about joining the Army for Lawrence Smith of the Tariff Department. But go he must, so cake and punch was the party menu when induction day rolled around. With Lawrence are from left to right: Eloise Wahl, Jackie Brown, Dot Shelbourne, Laura Rafter, Betty Henriksen and Dora Stewart.

WARM UP YOUR LETTERS!
From N. Y. Central "Company Manners"

The good old rule that business letters should be brief, clear and to the point is still in force. But the good old formal phrases that used to sprinkle every letter are apt to look cold, stiff and distant to modern eyes.

So humanize your letters. Try to make even the simplest an ambassador of good will . . . a living part of this Railroad's public relations program.

Address by Name
It's worth a good deal of trouble to find out the correct name of the person to whom you're writing . . . and so be able to say "Dear Mr. Blank" and not begin with a chilly, "Dear Sir."

Start with "You"
You and your are apt to make better beginnings for a letter than I or We. "You asked in your letter of . . ." "You will be glad to hear . . ." "Your reservations""Don't be a 'Has Been'
1. "Your letter has been brought to my attention for reply." Vague, unsatisfying.
2. "Your letter reached Mr. So and So last Monday, and he promptly turned it over to me as the person who could most readily answer your question." Warm, exact, convincing.

Let's be Sincere
Simply signing a letter "Sincerely yours" is often a big improvement over "Very truly yours."

But it is a great deal more effective if we've taken pains to make the whole letter human, cordial, genuine . . . in keeping with that final phrase.
FIRST WOMAN EMPLOYEE AND RETIRED CONDUCTOR TALK ABOUT OLD TIMES ON RAILROAD

Two old timers, Conductor E. O. Self and Agent Annie Greenwood talk about when Mr. Self was breakin' on The Local and Aunt Annie was Operator at Citronelle many years ago. GM&O's first woman employee, Mr. Self remembers how she used to chase the boys with an ox wagon whip when they would play fully tease her back about 1890. Both retired some time ago. Mr. Self is 77 years old and Mrs. Greenwood, 79.

"Aunt Annie" was on The Rebel the other day, just ridin' around between visits to kin folks and catching up on her railroadin'!

The cute, pert little lady who retired from active service in 1938 after 49 years of service with GM&O, is 79 years of age, but still gets a thrill out of the fast, lumbering freight trains and can quickly read the messages as they sputter in over the telegraph instruments.

It was back in 1889 that Miss Annie Elwood, then 23 years old, moved to Oak Grove to live with relatives after the death of her father. Already a telegraph operator, having learned the code as a child of ten and having worked for the Pensacola Telegraph Company, the Railroad Station was naturally one of the first places she visited drawn by the click of the telegraph instrument. Reading a message aloud to Agent Sellers as it came in over the wire he asked the young lady how she would like to have a job. And Miss Annie replied, "That would be just fine, if I could do it." Schooled for a month she was given a job as night operator at Citronelle, and during her service with the Company was stationed at Depots from Prairie to Deer Park, where she was working at the time of her retirement.

She married Agent A. T. Greenwood, but many years later when she received her annual pass marked, "wife of retired Agent," she didn't like it and had it changed to "retired agent."

If you ride The Rebel you'll likely see Aunt Annie most any day, because she likes to be where the trains run.

FAIRER TREATMENT FOR RAILROADS PLEA OF GM&O HEAD

(From the Jackson Sun, Oct. 11, 1945)

Fairer treatment for the railroads was the plea of J. B. Tigrett, president of the Gulf, Mobile and Ohio, in his address to the West Tennessee bankers in dinner session at the New Southern Hotel.

Mr. Tigrett pointed out that while the railroads were heavily taxed and sternly regulated, other forms of transportation were enjoying subsidies from the government and were not subjected to such government restrictions as the railroads.

"In translating this situation about subsidy, we might take the case of a man who operates a shoe store here in Jackson. What would he think and do if the government came in tomorrow and helped a competitor open another shoe store across the street from him with a shiny glass front and new stock and a big neon sign? All the expense this new competitor would have in order to sell shoes would be to pay his help and meet reasonable taxes. The government would furnish the building free, keep it repaired and even look after the big neon sign. If our shoe stores here had to compete on that basis it would be comparable to what the railroads have to do in competing with the other subsidized transportation agencies such as highway, waterway and airway lines.

"On every hand, however, we are being told of monster public works programs to build super highways and large airports and additional improvements in the waterways. You might say that it is the same shoe store with more improvements and attractions (Continued on Insert).

WASHINGTON D. F. A. WRITES FOR TRAFFIC MAGAZINE

District Freight Agent Vergil M. Perry of our Washington office has written an interesting and informative article on post-war transportation and trade in Contact, official organ of the Washington Traffic Club.

Vergil says that while the Railroads have a wonderful war record, "they do not intend to rest on their laurels", but will meet each new challenge courageously.

Touching on the labor situation he quoted Henry Ford, who said:

"No wage is too high that is earned.
Fifty dollars a day, earned, is not too high.
But a dollar a day, unearned, is much too high."

TRENTON AGENT RETIRES AFTER 41 YEARS SERVICE

James Wilson Travis, Agent, Trenton, Tenn., retired Oct. 31, 1945 after 41 years of faithful service. He began his work with the Railroad in 1904 as Section Foreman; then he became a clerk at Trenton, Tenn. and later on May 6, 1917 he was made agent, which position he held until he retired.

Mr. Travis was an outstanding agent and highly regarded by the people of Trenton.

WILLIAM A. ARNOLD IS AWARDED COMMISSION

William Albert Arnold, 1108 E. Chester St., has been commissioned a second lieutenant in the Army of the United States upon successful completion of the Officer Candidate Course at the Infantry School, Ft. Benning Ga.

Lieut. Arnold is the son of Luther Arnold, Iselin Painter Foreman, and served his Painter Apprenticeship at this post and was made a painter. Entered service 3-18-1938. He has a younger brother also in the Service, Army.

Mr. Daugherty writes: "Lt. Arnold was visiting friends at Iselin yesterday, and it appears that military service is agreeing with him very nicely."

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CAMERA HIGHLIGHTS OF RAILROAD AT REBEL TIME

Here's the scene that greets Pullman Passengers as they look out of the Rebel door at Meridian each morning as the streamliner hurtles Southward to the Gulf Coast at Mobile. It's just seven A.M. and the early morning sun peeks through the train shed.

Master Car Builder R. D. Douglas talks over some last minute details at Mobile before the Rebel leaves with M. H. Hall and Chief Inspector J. S. Armour, Mr. Mall rides the Rebels frequently checking air-conditioning and is an electrician at Mobile.

Two busy workers in Johnnie Crawford's General Office Mail Room are Ward Busby and Charles Flynn. They take the building mail to the train each evening. Here they are just after having made the delivery to the Rebel. Note Rebel in background with double motor unit. Two motors are joined back to back to give 4,000 horsepower.

Superintendent of Transportation C. E. Lanham and Charlie Bahman of Mr. Gray's Motive Power Department chat with Pullman Conductor Stallings during a brief stop en route to Mobile.

INTERESTING FACTS ABOUT THE RAILROADS

Railroads moved nearly 43 million members of the armed forces in organized groups in the period from December, 1941 through August, 1945.

Coal chutes capable of dumping 43 tons of coal in 7½ seconds are now in use for the refueling of locomotives.

To assuage the thirst of Pullman passengers, more than 12,000 galvanized buckets were bought in 1944 to supply the constant icing of the water coolers.

Railroads in the first forty weeks of 1945 transported more car loads of grain and grain products than ever before on record for any corresponding period.

Fatalities resulting from accidents at highway-grade crossings and from trespassers on railroad property accounted in 1944 for more than two-thirds of the total number of fatalities arising from railway accidents of all kinds.

Eighty-six per cent of all accidents at highway-railroad grade crossing in 1944 involved motor vehicles.

F. D. Cowan is back from overseas where he served with 715th Railway Operating Battalion. At the present time he is working as an Extra Operator on the Southern Division at present at Billingsley, Ala. Welcome home F. D.

THE WHITE HOUSE
WASHINGTON
September 8, 1945

Dear Mr. Dearborn:

Peace has ended premeditated killing on the battlefront but it has not ended unintentional killing, by accidents, on the home front. It has, in fact, ironically increased the accident toll.

A nation great enough to win a war for freedom is great enough to preserve the freedom won. One of these freedoms is security from needless death, destruction and suffering. Accidents destroy this security. America proved during the war that accidents can be reduced, even under the most difficult conditions, if we really want to reduce them. It is unthinkable that the Nation will lose the war against accidents after winning the war against the Axis. This must not and shall not happen.

I have followed with great interest the work of the National Safety Council aimed at reducing the mounting number of accidents and consequent prevention of human suffering. It is a work of conservation which cannot be too highly commended.

I therefore call upon the officers and directors of the National Safety Council to continue into the period of peace the assignment the Council received and so ably carried out in the period of war—the mobilization of the safety forces of the Nation in a united campaign against accidents of all kinds that each year take the lives of tens of thousands of Americans.

I call upon every citizen, in whatever capacity, to join this campaign and by personal example do his part to prevent the suffering, heartbreak and tragedy that accidents bring.

Very sincerely yours,

(a) Harry Truman.

Ned H. Dearborn, Esq.,
President, National Safety Council,
Chicago, Illinois.

Vice-President and General Manager Brock has urged all employees to be unusually careful in the practice of all duties so as to eliminate the possibility of accidents.
MOBILE OFFICE WELCOMES VET BACK HOME

Eli Witt overcame great physical handicaps to become one of the nation’s leading salesmen, and a successful and outstanding American businessman.

The following story of his life should be inspirational to everyone.

Down Peachtree Street came a handsome trolley drawn by red harnessed horses. Inside, a three-place bench sat the air with raucous melody. Twenty grinning, sweet-toned songs filled the glass, and rolled up to a small square counter. Standing behind the counter rattled a matchbox at passersby. At 10 of the day he had 35. A few weeks he was taking in $100 daily. He began smoking in 1929, built up quite a sale near Tampa, but lost in the depression. He sent a man out with a box of cigars to see what he could sell it. The man came back with $500 and 4 boxes. After that, Witt salesmen carried merchandise with them. Today, Witt sold $150,000 worth of merchandise.

Better Tobacco Traps

e the last war, cigar smoking has de
d in popularity. To stimulate it, Eli Witt in years ago had his plant make a mild Hava-Tampa Jewel, not much bigger than a cigarette, with a wooden tip. Last year sold 100,000,000 of them:

- also claims to have pioneered in matches with smokes. He went to Montana and told them they boost their business tremendously if they could sell a top salesmen around with that. Today Witt is one of the country’s 1 wholesale distributors of matchs of all his merchandise sections. Witt rests of his accommodation cigarette.

During the depression many filling is and lunchstands couldn’t afford to afford more than one or two cartons of lead-

In any case, he has tried to make a lot of "for him, but all they got was juice in his eyes."

Design for Success

usually sympathetic with the disabled problems who are trying to find businesses that they can support in their handicaps. Last week, at NEWS-7’s request, "Mr. Eli" gave them this:

- an account to any veteran, whether he is disabled, that if he expects to make any in business through government amlism, he is doomed to disappointment.

- First, the veteran must decide mimitely and quickly what business he wishes to follow. Then, forgetting obstacles and alliances, he must apply his mind to learning every detail of that business, in and out, backward and forward. He must not let his love of golf or tennis, or card playing or gambling, or even his wife, take his eyes from his objective. He must be devoted day and night to the task of finding out what makes his business tick, of what is needed to make it grow.
FAIRER TREATMENT
(Continued from Page 3)

furnished by the government. When it comes to efforts to provide new enterprises for the community, to promote agricultural development or reforestation, the old store that does not have government subsidy are those that are expected to carry the burden. The same situation applies to the railroads.

"Don't understand that we're against highways, airways or waterways. They're all part of America's limitless horizons and we pay perhaps more than any other industry in this state to build them and maintain them. All the railroads ask to be placed on a basis of approximate equality. This demand, we believe, is for the good of the people, for, in the long run, the greatest benefit will rebound to the public when we have prosperous railroads.

"Each transportation agency has its own field and only by placing them on equal terms can you develop all of them to their maximum effectiveness and when you do that the public prosper. For when we're poor you're poor and when we prosper soundly you prosper soundly. That is why our problems are your problems as well.

"On the GM&O we are now having rebuilt and modernized fifteen passenger coaches on which we hope to receive delivery within the next few months.

"We hope to install over portions of our line Centralized Traffic Control. This is a system that can control by electricity the train movements of an entire district. A single operator sitting in front of a lighted traffic board can see as if by television the exact position of every train on his part of the line. He moves trains in and out of tracks as simply as if he were playing checkers, and if he makes a mistake the machine takes over and stops everything until he gets it straightened out. Centralized Traffic Control takes the human error out of railroading!

"Today for men of any age with imagination and enterprise, the future gives cause to lift their minds and hearts. By developing more useful means of running a bank, or a railroad, or a store, we serve our fellow man. To

CONDUCTOR SIMMS TEACHES GRANDSON RAILROAD GAME

Superintendent of Hostess Service Vera Elvert writes: "Yesterday retired conductor W. P. Simms, Jackson, Tennessee, took his wife and great grandson, Milton Glen Bickerstaff for a Rebel ride on No. 2 until they met No. 1, which they rode back into Jackson.

Mr. Simms has been retired three years, and stated he was a railroad employee for 52 years. They had not been on the Rebel for a long while due to war conditions, but were showing the boy what it was like, and he was really taking the train apart to see what it was made of.

my mind, giving the most people the greatest service for the smallest cost is the light that makes all our coming futures brightest.

"I am not meaning to say that all or any part of those accomplishments will come about without courageous efforts and costly investments.

"We ought to be fully admonished that with the ending of war and complete military victory we are not to be immediately transferred into an Utopian State.

PASSengers Comment on Employs for Courtesy

Citronelle, Alabama,

Dear Sir:

I cannot tell you how much I appreciate what your Agent here, Mr. Gilmer, has done for me in making my trip to my old home in Amboy, III., a pleasant one and long to be remembered. He arranged on my return trip to have a young man from the office at St. Louis to meet me at the train from Chicago on the Alton R. R. I could not have made the trip without his help. He took me to the GM&O train, and turned me over to the Hostess, who also found me a seat.

I also wish to thank the hostess for her kindness and courtesy. On my trip north on August 6th the hostess found me a seat in the crowded train. I am an old man, 87 years old, and if I should take another trip north I will do without any fear, especially if Mr. Gilmer is here to arrange it for me. I have nothing but praise for the GM&O R. R.

Yours truly,

Edward Jones.

Roy Fisher, Hostess Annie Mathison and Jewel Kruse referred to.

Gulf Transport Co.

A few weeks ago I was riding on your bus from Bay Springs to Meridian driven by Mr. Robert Pugh. I observed that Mr. Pugh was a safe and careful driver and courteous to the passengers and public.

Wishing you much success with your new bus route.

Yours truly,

A. M. Cockrell.
GAY DOINGS DURING BUSY DAY IN G. O. BUILDING

Wave Marjorie Maidox back from furlough visits in the General Office and pauses for a 'hello' with Tariff Clerk Eloise Wahl. Marjorie worked in our Accounting Department before entering the Navy.

Telephone Operator Johanna Heines (standing left) of the St. Louis Office was in Mobile recently on a vacation and with her mother, Mrs. Lucy Heines and Sister Lucy, too, watched General Office Operator Beverly Chenoweth handle the busy board, located on the second floor of the eight-story building.

Recent additions to the GM&O family are Betty Ennett and Frances Dubose who work for Superintendent of Motive Power B. H. Gray in his Mobile office.

Captain and Mrs. Forrest B. Gowan of Jackson, Tennessee spent several days with Master Car Builder R. D. Douglas in Mobile recently and came by the News office for a short visit where they admired the scenic picture of the Gulf Coast Rebel. Captain Gowan worked in the Jackson shops before entering the Army where he saw duty on such famous fronts as Palermo, Anzio and Rome. He was overseas 25 months and has been away from the Railroad since 1940.

JOHN TIGRETT ACCEPTS BIG BUS LINE JOB

John Burton Tigrett, who when he left for the Navy three years ago was an Executive Assistant on the Railroad, has just been elected Executive Vice-President and a Director of the All American Bus Lines with offices in Chicago, Ill.

Johnnie was actively engaged in the management of Gulf Transport, our highway subsidiary, when he left to accept a Lieutenant's Commission in Naval Air Transport and will be remembered for the fine job he also did in connection with the rehabilitation of the Gulf Coast Rebels some five years ago.

All American has bus operations extending from New York and Washington to Los Angeles and San Francisco and is the only transcontinental bus line under a single ownership. The company has recently applied to the Interstate Commerce Commission to purchase a majority stock interest in Burlington Trailways which extends from Chicago to the West Coast. Last week the Interstate Commerce Commission granted temporary authority for All American to operate Eastern Trailways which runs from Washington to New York.
ACCOUNTING DEPARTMENT REVUE BRINGS CHEER TO SERVICE CONVALESCENTS

One of the many attractive scenes from R. E. DeNeefe’s sparkling musical revue which he and his GM&O cast have been presenting before U.S.O. and navy and army convalescents during the past war years is Little Rhode Island. As seen by the map, our Vice-President and Comptroller doesn’t fail to do a little advertising for the Railroad on the side. Incidentally two of the song hits of the show were written by Mr. DeNeefe and are titled, “GM&O Girls” and “Riding The Rebels.” Mr. De Neefe also puts the show on for General Office employes at his annual Christmas Party in the Accounting Department on Christmas eve.

Mr. R. E. DeNeefe, Sr., 105 Bienville Ave.
Dear Mr. De Neefe:
Your efforts over a period of several years in organizing and staging an annual show for patients at the Marine Hospital have been thoroughly unselfish. These entertainments have been invaluable to the patients and have merited general praise. They have afforded a fine example of service to others at great cost in personal time and effort.

In a small measure of appreciation for the work done by you and by Gulf, Mobile & Ohio Railroad employees who made up the cast of the show this year, as they have done in past years, this week’s M. O. Beale scroll of merit is sent to you and to them.

Civically yours,
M. O. Beale

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WE HOPE YOU GET NEXT NEWS ON A REBELNER

SUMAR, PHILIPPINES,
OCT. 10, 1945.

Dear Editor:

It is with pleasure, indeed, that I can say thanks for the Rebel Route News which you have so faithfully sent me since I’ve been in service and truly it has meant lots to me. Through it, I’ve been able to keep in direct contact with the associations I’ve been away from for nearly three years. The entire company have done their part to make this Victory come to us, and I assure you that you have made a record to be proud of.

At the present, I’m out in this hot Pacific waiting for a ship to return home with the piece of paper I’ve been looking for—a discharge. I hope to be home for Thanksgiving or soon after, but plan to take a rest before going back to work. You can remove my name from your mailing list for I won’t be here to get the next issue and would possibly never get back home.

With best regards,

WILBER M. HOWARD M M 1/c
1067 C. B. DETACH
(Formerly with 1022 C.B.D.)
Ex-Bus Operator Gulf Transport Co.

NEWS FROM MOBILE RECEIPTS DEPT.

E. L. (Skipper) Tonnes, who has been connected with the M&M and GM&O for the past 28 years, left the service recently to enter the jewelry business. He was presented with a beautiful gold wrist watch, by his many friends who wish him lots of success in his new venture.

After serving 3½ years in the Armed Forces, Frank Ziemaszko has received his discharge and is now back on his old job in the Rate Department.

Miss Betty Boehm of the Receipts Department and S 1/c Charles McGinn were married recently. He is now stationed in New Orleans.

Charles W. (Bubber) Smith, who has been in the Receipts Department for more than 40 years, retired from active service November 1, 1945. He was presented with a beautiful gold wrist watch by his friends who wish him lots of luck and happiness.

Arthur Rodwell was a visitor in the office last week. He has been discharged from the Armed Forces and expects to return to his old job in the near future.

—F. N. Johnson,
Auditor of Receipts
TWO TRAFFIC DEPARTMENT MEN HOME FROM WAR

Two well known young men in the Traffic Department were welcomed home from the armed services last month and are back at their jobs. They are Harry T. McBroom, Jr., who is a Clerk in the Traffic Department and Leslie Schaffer, Secretary to Vice-President (Traffic) L. A. Tiber.

Harry was in the Maritime Service and Leslie a Chief Petty Officer in the navy with duty in the Pacific.

BUSINESS BRIEFS IN TERRITORY

By The Associated Press

JACKSON, MISS. — The Masonite Corporation is ready to spend more than a million dollars enlarging its plant at Laurel. Gov. Thomas L. Bailey has been advised.

The expansion, Gov. Bailey "was another evidence of the fact that those who take a stake in Mississippi's industrial possibilities find opportunities around here. They realize that Mississippi is a good bet and the place for industrial opportunity."

Mobile, Ala.—The Ruberoid Co. is preparing for the immediate expansion of its existing plant at Tacon Station with the purpose of doubling its asbestos cement production capacity.

E. J. O'Leary, general manager of Ruberoid's Mobile plant, said today that contracts will be let immediately for the addition of 21,000 square feet of floor space to the present Ruberoid buildings. He estimated the expansion will mean eventual employment of at least 100 more men.

MOBILE, ALA.—(AP)—A $1,000,000 expansion program at the Mobile plant of the National Gypsum Company is planned, enabling a new unit to start production by Feb. 1.

Jackson, Tenn.—A new factory is assured for Jackson, according to officials of the Greater Jackson and Madison County Association, who say it is a Midwest company requiring 80,000 square feet of floor space and employing 350 to 500 people.

The factory will be established and in operation within the next six months. Training of employees will begin earlier than that, however.

Mobile, Ala. — Capt. Norman Nicol-son, president of Waterman Steamship Co., Wednesday night announced that the Arrow Line of the Waterman Company would start operating an undetermined number of Victory type ships in intercoastal service about Nov. 1.

WHERE'S A GOOD PLACE TO SHOP? MARGARET ASKS REBEL HOSTESS BOYKIN

Margaret Costello, Chief Clerk to R. C. Lauten (Assistant Vice-President, Operating) took a few days off from the busy General Office whirl late last month for a hurried shopping trip to St. Louis. Seated with her on Number 16 (right) is Miss Dorothy Boykin, attractive blonde Hostess from Mississippi who has just joined the staff of girls who dispense Rebel Hospitality on our streamliners.

On one of her first trips, Miss Boykin had a returning overseas veteran on her train who was suffering from a heart attack. She found a Doctor on the train who prescribed treatment which she administered, staying up almost all night to take care of her patient. Upon arrival in St. Louis she had arranged to have an ambulance meet the soldier, but after additional medical attention he decided to continue his journey homeward.

Miss Boykin attended Louisiana State University and majored in Speech.

GRATEFUL PASSENGER

Gulf Transport Superintendent sends us the following letter from Mrs. J. Paskoff, 3114 A Maury, St. Louis, Missouri:

"On September 21, 1945 I had the occasion to use the facilities of your line, and I would like to take this opportunity to express my appreciation of the excellent service and courtesy extended to me by your Bus Operator, Mr. George Hamilton.

Please be assured I will use your line again, and recommend it to my many friends."

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BRANSFORD WHITLOW TO WED UPON DISCHARGE FROM NAVY

Some real news about a great guy, Bransford Whitlow, who soon will be mustered out of the Navy and on December 8 married to Miss Jeanette Huette of St. Louis.

Connected with Mr. Tigrett's office in Jackson, Tennessee as Executive Assistant at the time when he joined the Naval Supply forces as a Lieutenant, Mr. Whitlow's return to the railroad fold brings the good wishes of hosts of friends. To Bransford and his Bride the Railroad says "welcome home."
THE TASSLE MEANS A NO ACCIDENT MONTH.

GM&O

Mobile Ala Oct, 1945

Time rolls on & so roll your Safety Crusade for your own sake & the other fellow.

L. P. O. Exley
Chief Engineer.


Creating enthusiasm to hold all employes safety minded has been, is and will be a continuous effort of the GM&O R. R. It has indeed produced results, positively without a doubt. Various means have been, are and will be adopted to that end, and thusly the GM&O has had, does have and will have a record at which there can be no scoffing.

Conceived February 20, 1934 on the Ex-GM&N R. R. was the idea of a removable pole with a red flag at its top on all Maintenance of Way and Construction Motor Cars. It was put into effect immediately, and is now in effect on the entire GM&O System.

RULES (1) Always have the flag flying when car is on the Main Track or not clear of the Main Track. (2) Pole and flag must be removed and laid aside when car is clear of Main Track.

The outstanding positive things the rules create are: (1) a silent safety gesture with one’s HANDS every time the flag is handled and this happens a dozen times or more every day and all employes around notice it; (2) it is a silent prayer for the employes to play safe.

Furthermore, what takes place during the day? A motor car can see an approaching motor car for a farther distance, a locomotive engineer can see a motor car for a farther distance, an automobile near a road crossing can see a motor car for a farther distance, and all particularly on curves, and where weeds are higher, and where earth cuts are low. And so now, if you don’t get the idea of all this, then ride along with me sometime on a motor car, sunshine, rain, wind or snow.

And now at this date, October 1, 1945, is born the Emblem of Merit, symbolized by an end of a red Cow’s Tail, which all good employes will not only STRIVE for but FIGHT for. (1) Cow’s Tail will be displayed beneath the flag if the foreman has had no personal injury on his gang or a failure account of improper maintenance during the previous calendar month, and he will continue to so display, but in the event of a personal injury or other failure, the Cow’s Tail comes down and cannot be flown again until after a “CLEAR BOARD” calendar month. This also applies to Supervisors and Roadmasters, their responsibility being their entire territory.

ENTHUSIASM! Yes, and double yes. If you are skeptical then go with me on a motor car without the Cow Tail flying and answer all the questions you will be asked by every employe you meet and also count the DIRTY LOOKS you will get.

RESULTS! Figure it out yourself!

L. P. O. Exley, Chief Engineer.