Life, Liberty and The Pursuit of Happiness

Without all of these, Christmas would be an empty mockery. Our fathers fought for them, and for them our sons are now engaged in battle.

Christmas should be a gladsome happy period, but there can be no joy until the starving peoples of the earth can be fed, until the millions of bleeding bodies can have their wounds healed, and until our brave and gallant soldiers shall have come home again.

Will those of us who are left behind to keep the home fires burning be unafraid and uncomplaining as are those whom we have sent away to meet the enemy?

Please God, we shall. A sacrifice of luxuries and conveniences and food rationing are insignificant compared with the sacrifice of giving our sons, our husbands, and our brothers.

At this Christmas time let us dedicate ourselves anew to victory so that the American way of life shall not perish from the earth.

The struggle may be long and fierce, but we shall win. The shining rays of the religion of our Leader have never yet been blacked out.

“The heaviness of the night endureth, but joy cometh in the morning.”

I. B. TIGRETT, President.

BOARD NAMES NEW DIRECTOR AND TWO VICE-PRESIDENTS

General Traffic Manager L. A. Tibor and Executive Representative-Director Holly Stover were elected Vice-Presidents of our Railroad at a meeting of the Board of Directors in St. Louis on Dec. 10.

The Board, holding a regular quarterly session, filled a vacancy within its

VICE-PRESIDENT TIBOR

own ranks by naming Frank M. Mayfield, prominent St. Louis business executive, to its membership. Mr. Mayfield fills the post left vacant by the resignation at a previous meeting of E. D. Scruggs, New York life insurance man who now holds a war job in Washington.

Mr. Tibor, General Traffic Manager since Sept. 13, 1940, was named Vice-
Board Names New Director
(Continue from page 1)

President in charge of Traffic. He has been with our Railroad since 1925, when he was Commercial Agent at Chicago. He has held the positions of District Freight Agent at Chicago, General Freight Agent, Solicitation, at Mobile, and Traffic Manager at Mobile, in addition to that of General Traffic Manager.

Mr. Stover, an Associate Director of the Office of Defense Transportation in Washington, was named Vice-President at Washington, where he has been serving as Executive Representative. He continues as a Director also.

VICE PRESIDENT STOVER

Mr. Mayfield is President of Scruggs-Vandervoort-Barney department store, a director in the St. Louis Chamber of Commerce, and President of the following: National Retail Dry Goods Association, Denver Dry Goods Company, Merchandise-Jaccard-King Jewelry Company, and St. Louis Association of Retailers.

The St. Louis meeting was attended by President Tigrett and the following other officers and directors of the Gulf, Mobile and Ohio Railroad:

A. C. Goodyear,
Chairman of Board, Gaylord Container Corp., New York.

R. F. Brown,
Partner, Kuhn, Loeb and Company, New York.

Willard R. Cox,
President, Coca-Cola Bottling Co., St. Louis.

J. N. Flowers,
Vice-President and General Counsel, GM&O Railroad, Mobile.

F. M. Hicks,
Executive Vice-President, GM&O Railroad, Mobile.

J. F. McRae,
President, Merchants National Bank, Mobile.

H. A. Pharr,
Vice-President, First National Bank, Mobile.

E. A. Stephens,
President, Community Motors, New Orleans.

Charles B. Stout,
President, Dixie Portland Flour Co., Memphis.

Holly Stover,
Wholesale Coal Dealer and Associate Director, Office of Defense Transportation, Washington.

Frank M. Mayfield,
President Scruggs-Vandervoort-Barney, Inc., St. Louis.

Kenneth D. Horton,
Secretary, GM&O Railroad, Mobile.

FACTS ABOUT RECENT STOCK DIVIDEND

Although we have had the largest business this year in the history of this or its predecessor companies, we are paying only $2.50 per share on our outstanding preferred stock.

This $2.50 per preferred share amounted to a total dividend payment of $708,000, which sounds like a lot of money. The stockholders' equity, however, amounts to approximately $41,000,000, and a return of $708,000 on this investment is, after all, very small—only 1 3/4 per cent.

In other words, if all classes of stock had been treated alike, we would have paid an average dividend of 1 3/4 per cent. The preferred stockholder, however, had a prior claim and he received 2 1/2 per cent per share (which is less than a Government bond pays) while the common stockholder received nothing.

CONTINUED ON PAGE 6

"THIS IS WORTH FIGHTING FOR"

With war raging the world over, Christmas means more than ever this year. Here, the twin daughters of Mr. and Mrs. M. F. Wilhelm (he's the GM&O Attorney) symbolize the spirit of peace and happiness as they prepare for Santa's annual visit. Mary Eileen (left) and Mary Ann, who are just 4 years old and identical twins, hung up their stockings early and were about to pin letters to Santa on the stockings when they posed here with a miniature Santa. Thus does Christmas cheer still brighten homes in our free land.
Ask Conservation In Use of Our Radio Telephone

All persons who have occasion to use our own Radio telephone system, have been requested by Company officials to use it sparingly.

The necessity for such communication on our Railroad has been increased many times by the great amount of war business done by GM&O for the Government. And thus, long conversations serve to tie up not only the telephone system, but the war business as well.

By thinking beforehand about what we want to say and then saying it briefly, all of us can thus help to relieve the congestion on the radio phone. Perhaps, we could also make fewer calls, condensing messages and grouping them so as to keep the lines open for the necessary use.

MURPHYSBORO VISIT—Mr. Tigrett and a party of our Railroad officials visited Murphysboro Nov. 19 to renew acquaintances among the townsfolk and see local GM&O officials. After making a swing about the Illinois city, one of the principal points on the Northern Division of the Railroad, during which Mr. Tigrett discussed business and other matters with various business people, the cameraman caught the group on the rear of Mr. Tigrett’s business car. Shown in the photograph left to right, are: Agent A. G. Schrader, Roadmaster J. T. Stallings, Trainmaster G. R. Baker, all of Murphysboro, Mr. Tigrett, and Superintendent D. F. Rice of the Northern Division.

JACKSON EDITOR PRAISES RAILROADS

The railroads of the nation were paid high tribute in a recent editorial in the Jackson, Tenn., Sun, which commented upon an article on railroads written by Lew Heek of the Cincinnati Times-Star.

“Railroaders are a special breed of men,” writes the Jackson Sun. “And railroads are today performing a transportation job that is unparalleled in history.”

Taking note of Mr. Heek’s praise of the railroads, Managing Editor Harris Brown of the Sun elaborates upon the war job being done by the railroads of the country.

“The trains are rolling as they never rolled before and achieving results never attained before in any land,” said Mr. Heek. “Does it astonish you? It shouldn’t. For railroadmen are fellows who have gone into railroading like a born sailor turns to the sea. Railroaders love their occupation.”

Such an organization as the railroads now have wasn’t created by luck, says the Sun. It is the result of years of development and progress. Then, the Sun concludes:

“The railroads face a problem. They’ll need a lot of additional equipment. But given that equipment, they’ll solve these problems—and they’ll go right on moving the freight. No industry is making a greater contribution to the war effort.”

MISSISSIPPI CHAIRS SHIPPED VIA GM&O

The people of Guntown, Miss., are busy making chairs, not sitting in them.

And the finished product moves over the Rebel Route to the market in various Mississippi cities.

Begun a little more than a year and a half ago, the Mississippi Chair Company at Guntown, which is about 15 miles north of Tupelo on the GM&O, has been in continuous production since. Several types of chairs are manufactured by the firm, including straight-back and rocking household chairs, to the tune of about 1000 a week.

Manager of the Guntown enterprise is C. A. Roberts, who explains that the chairs are made from beech wood cut from stands in Mississippi and Tennessee. The chair seats and backs are made of a processed material manufactured from wood pulp. Until the war began, cane reeds were obtained from China, but that source of supply has now been cut off.

Guntown, once a thriving cotton town, is staging a comeback with chair manufacturing a principal item in the program.
PASS RESTRICTIONS PUT IN EFFECT TO CLEAR WAY FOR MILITARY TRAVEL

The movement of military personnel, especially furloughed men in the various services returning to their homes for the Christmas holidays, as well as heavier-than-usual civilian traffic, will place an unusually heavy burden on all railroads of the nation during the period from December 15 to January 10. Therefore, it has become necessary to place definite restrictions on persons traveling on passes in order to make it possible for those who have to ride trains to obtain the space to do so.

Vice-President and General Manager Brock, in restricting the use of passes on the Gulf, Mobile and Ohio Railroad has tried to be as lenient as possible so as not to work a hardship on those who must necessarily travel during this period.

While restricting all passes, annual, term or trip between December 15th and January 10th, he also arranged to issue special permits for military, student, and sickness travel both on the part of pass holders and their dependents entitled to free transportation. Special permits may of course also be obtained for officers and employees traveling on company business.

Permits will be issued for trips confined to the following reasons:
1. Officers and employees traveling on company business.
2. Furloughed employees in military service, to enable them to visit their homes.
3. Dependents of furloughed employees in military service, to enable such dependents to visit them at military posts.
4. Active employees and dependents, pensioners, and widows, to enable them to visit members of their immediate families in military service at military posts.
5. Emergency travel, such as serious illness or death in the applicant’s family.
6. Students traveling between their homes and their schools.

All pass permits may be obtained through regular channels for free transportation requests.

PATRIOTIC DISPLAY—Mrs. Rupert R. Crumpton, wife of Conductor Crumpton, takes an interest in keeping the spirit of patriotism flying high in New Albany, Miss. For several years, she has fashioned an Armistice display in some of the town’s principal store show-windows. The above photograph, of her 1942 Armistice Day display, shows how it was built around prayer and peace. Corporal R. L. Crumpton, a son, is in the Army at Fort Bragg, N. C.
CONDUCTOR BURLESON REACHES END OF LINE, RETIRING AFTER 41 YEARS

After at least 1,622,880 miles of railroading in 41 years, GM&O Conductor Claude R. Burleson of Birmingham decided last month it was time to retire.

Being the first to take our freight trains into Birmingham on June 10, 1908, Mr. Burleson ran between Corinth and Birmingham for 35 years.

On occasion of his retirement, Conductor Burleson received a laudatory write-up by Marguerite Johnston in the Birmingham News (Nov. 4) and many messages of congratulations, including those from Vice-Pres. & Gen. Mgr. Brook, Gen. Supt. Bridges, Div. Supt. Rice, Trainmaster Cameron of Haleyville, Ala., and others.

Mr. Burleson resides at 2330 33rd Avenue, Birmingham, where he is now taking life easy.

Conductor Burleson saw the GM&O grow into a major trunkline system in his many years of service.

BORN ON XMAS, MARRIED ON XMAS, TWO SONS ALSO BORN ON XMAS

Christmas comes but once a year to the William Langley of Jackson, Miss., just as it does to other people, but it means a lot more.

For Christmas is their day, he and his two sons observing joint birthdays then. Mr. Langley, our Agent at Jackson, has put his story in verse for us:

LISTEN TO ME AND YOU SHALL HEAR
Of the midnight ride of Santa Dear.
It was on Christmas of '81,
He came in with Fife and Drum.
Christmas Morn I first saw the light,
For I was born that very night.
Then to manhood I did grow.
In 1910, Christmas Day, I was wed once more
Then next Christmas, instead of a toy
Old Santa brought me a blue-eyed boy.

On Christmas of '23 I found old Santa again
This time what did he do?
Brought me a boy, HIS eyes were blue.
One in a million, I would say.
Three blue-eyed boys on Christmas Day.

Mr. Langley was born on Christmas of 1881; he married on Christmas Day in 1910; his first son, George W. (Billy) Langley was born on Christmas in 1911, and his second son, Edward T. Langley was born on Christmas in 1928.

VETERAN BOOKKEEPER PASSES

Death claimed Raffin Bailey Michael, Bookkeeper in the Accounting Department, Mobile, November 17, while on a visit to his daughter, Mrs. Welton C. Hoke in Port St. Joe, Fla. Mr. Michael had 36 years service with the Railroad, entering the employ of the Company on June 6, 1906.

Note to Oldtimers: Agent W. A. Callahan of Tamms has two time-yellowed train orders of 1873 vintage, which show that in the matter of writing train orders we have come a long way since then. Written on a form printed on white paper, the orders were in ink and apparently there was only one copy of the order, says Agent Callan. One of the orders is signed by Conductor Callahan and Engineer Moody, the other by Conductor Pringle and Engineer Phelps.

EAST ST. LOUIS ATTORNEY DIES

Thomas L. Fekete, Sr., our Local Attorney at East St. Louis and one of the more prominent lawyers of that section, died suddenly at his home on Thanksgiving Day. He was buried Nov. 30 in East St. Louis.

Member of a pioneer East St. Louis family, Mr. Fekete was secretary of the East St. Louis Bar Association at the time of his death, and he was a former president of that group. He was a member of the Supreme Council of 33d Masons and took a leading part in Masonic lodge activities.

Mr. Fekete was born July 1, 1882. He is survived by his widow, Mrs. Grace Fekete; a daughter, Mrs. Charlotte Piasans, and a son, Thomas Ford Fekete.
MOBILE IS MEETING ITS WAR RESPONSIBILITIES

Mobile, one of the southern terminals and headquarters for the Gulf, Mobile and Ohio Railroad, today stands among the leading war-producing cities of the nation.

Answering critics who said the Azalea City was losing its reputation for Southern hospitality because of war crowded conditions the Mobile Chamber of Commerce delved into the facts to show that the city’s war contribution more than offsets these criticisms.

The C. & O. pointed out that already shipyards of the city have launched more than 30 vessels, and are now building naval and cargo ships at the rate of one every five to six days; Brookley Field is serving the Army Air Forces of a large area and 15 other war industries are producing large quantities of essential war materials; that the transportation agencies including railroads, ocean terminals, stevedores, and steamship lines, are being utilized to the fullest extent.

Here are a few facts and figures which may convince you that the city is doing a good job of meeting its wartime responsibilities:

There were 40,000 industrial workers and employees of supporting service establishments in Mobile two years ago, there are now 100,000;

Mobile and immediate suburbs had a population of 115,000 in 1940, it now has a population of 185,000.

Retail trade was $35,000,000 per year two years ago, it now exceeds $65,000,000.

Wholesale trade was $50,000,000 two years ago; it now exceeds $100,000,000.

There were 100,000 daily telephone calls two years ago, there are now 300,000.

Newspaper circulation was 42,000 before the European crisis, now it is 75,000.

There were 30,000 houses in greater Mobile two years ago, now there are 36,000 housing units and 60,000 are under construction or authorized for early construction.

City bus lines carried six million passengers per year two years ago; now they’re carrying them at the rate of 12,000,000 to 14,000,000 per year.

In October of 1940, debits to individual bank accounts were $56,059,442, in October of this year debits to individual accounts were $102,000,000.

Electric power used for industrial purposes a year ago was 16,000,000 kilowatt hours, now it is 24,000,000 kilowatt hours.

REBEL ROUTER SERVING ON MIDDLE EAST FRONT DESCRIBES SOLDIER’S TRAVELS IN WARTIME

Dear Mr. DeNeete:

I am somewhere in the Middle East now and halfway around the world from home. We don’t know how long we will be stationed here, but the news from this front is all good at this writing. Our trip across was rough at times, but we arrived without mishap and I am now a member of the Neptune Society being duly initiated the day we crossed the Equator.

Have a copy of the Rebel News that has been following me since I left Atlanta. It is a September 15 issue but is up to date to me. My address is Cpl. Frank A. Zieman, 34168019, Co. “C” 125th Ord. M.B.S. Regt. “Q”, A.P.O. 678 c/o Postmaster, New York, N. Y.

The picture on the front page of the Sept. 15 issue News looks like a join-the-Army Poster. The soldiers dressed in their finest coming off an air conditioned coach with plush seats and only carrying a rifle. Our arrival here was somewhat different, we got off a coach that we dubbed a forty or eight, which means forty soldiers or eight horses. The seats were wooden and very hard after a while. It was air conditioned, though it didn’t have any window panes it had blinds with most of the slats out that gave it the air conditioned effect. We were dressed in our finest and neither us or our clothing had had a good bath in weeks. We carried a blanket roll around our necks which consists of two blankets rolled in a shelter half and tied to look like a horse collar, our field bag with a complete change of clothes, our raincoat, toilet articles, bath towels and all the cigarettes we could get into it was hooked on our carrier harness that fits onto our shoulders, steel bucket helmets on our head, our rifle slung over our right shoulder and our “A” barracks bag weighing about fifty pounds on our left shoulder.

Please give the office force my regards and tell them I hope to see them soon.

Yours truly,
Frank A. Zieman,
Formerly Rate Clerk,
Accounting Dept.
The railroads of the country have been doing splendid work in meeting the transportation needs of the war effort, and the people of the country are, I know, giving them full credit and praise for their remarkable performance. We do not always, however, stop to think of the part which the railroad employees play in this work. No railroad can do a good job, unless its employees do a good job, and the greater the strain on the railroad, the greater the strain on the employees. Traffic has now risen to an all-time peak and the strain is very great indeed. Many railroad presidents have told me how loyally and faithfully their employees are working and of the long hours they often have to put in. For such work you are entitled to the applause and thanks of the Nation in this critical period of its history.

Your railroad has been one of those which have been able to bring the movement of oil by tank car to the Eastern seaboard States up from practically nothing to about 750,000 barrels a day. This has been and is an extraordinary accomplishment. It was made necessary when the tankers ceased to operate in coastwise service from the Gulf ports to that territory. Nevertheless, fine as the performance has been, it has not been possible to meet the needs of the situation fully, and an acute deficiency exists in the supply of oil in the Eastern territory, and particularly of fuel oil in New England and the other northern States. There is very real danger of serious suffering because of this deficiency. Furthermore, the petroleum requirements of our forces overseas have been greatly increased by the campaigns recently started.

As good as this job has been we can and must do a better one. This is the reason for our General Order No. 7, revised, just issued. It is the product of conferences with the railroads, the shippers, and the interested Government agencies, in which the situation was canvassed from every angle to develop any and all weaknesses in the present method, and ways and means of correcting them. In such order, however, can produce the best possible results without the hearty and complete cooperation of the railroads that do the actual work, and that means the hearty and complete cooperation, not only of the management, but of the employees.

I hope and believe that you will give that cooperation. You have done fine work so far, and now I ask you to do everything that remains in your power to make the movement of oil by rail even better than it has been. In this winter weather, this will mean hard and even painful labor, but do not forget that it will be for the purpose of saving the people of the northern States, and especially the children, from what might be serious suffering. Nor will it be thankless work, because you will not only merit but receive the thanks of a grateful Nation.

Joseph E. Eddleman
Director,
The Office of Defense Transportation

Washington, D. C.
December 10, 1942
OPERATING DEPT. URGES VETERAN EMPLOYEES TO KEEP UP SAFETY WORK

TO OUR VETERAN EMPLOYEES:

Many times before I have appealed to you in the interest of Safety, but there are times when we must be more careful than ever before. The chances of accident and damage to equipment are more numerous because we are called upon to do more and more, faster and faster, to help the war effort.

As a veteran employee, you are daily setting a safety example for our new employees. This is a responsibility I ask that you never forget. Not only do I look to you to be on the alert always, but I hope you will also do your level best to impress other employees to BE SAFE—NOT SORRY. Your example means greater safety for yourself, for your fellow employee, and for the members of our armed forces, as well as prompt delivery and protection for essential equipment and materials.

Several months before the memorable date of Pearl Harbor, President Roosevelt issued a proclamation calling upon every citizen, in public or private capacity, to enlist in a campaign to do his part in preventing wastage of human and material resources of the Nation through accidents. A nationwide movement has since been organized by leading representatives of all branches of business and industry in all parts of the country to help speed war production by financing an expanded program of accident-prevention with the National Safety Council. Initiated at his request, it is endorsed by President Roosevelt, and also by the Chairman of the War Production Board, Mr. Donald Nelson. Your Company and more than a thousand others have already subscribed to this patriotic and commendable movement. You, as an individual, can help to make it a success.

I make this urgent appeal to you, our veteran employees, confident of your favorable response. Well do I appreciate the pride with which you jealously guard the splendid records you have helped this railroad make in peace and in war. Yet, the present need is so imperative that I would like very much to receive renewed assurance of your continued and redoubled efforts in the interest of SAFETY.

Yours very truly,
G. P. Brock,
Vice-Pres. & General Manager.

TAMMS TRAIN CREW—Waiting to take a train out at Tamms, these men were caught by the camera as they talked things over. Left to right, they are: J. B. Clymore, Engineer Foreman; I. E. Holden, Engineer, Northern Division, and H. Grizzell, Fireman, Northern Division.
STOCK DIVIDEND
(Continued from Page 2)

Effective September 1, 1941, our employees received an increase in their rates of pay, and this increase alone meant that their total pay was increased $452,000 for the four months of 1941, and $1,800,000 for 1942. This is by way of comparison.

In a statement to some of our interested stockholders President Tigrett has said that in view of the large payments of Federal and other taxes and because of the substantial payments coming due for new equipment and other necessary improvements our Directors felt that the Company’s cash position would stand only that dividend which was declared at the November meeting.

It is the thought of our Management that this information might be of interest to our stockholders, our employees and to the public, and anyone desiring substantiating or additional data may secure same either directly from this Company or from the Interstate Commerce Commission.

Colonel I. C. Olsen and H. H. Bartlett of the War Dept., Washington, D. C., were recent passengers on The Rebel.

Patriotic Idea

Standing alongside the highway at Kenton, Tenn., is a red, white and blue shelter where servicemen may obtain automobile rides. Signs invite passing motorists to stop and give any waiting serviceman a lift. This novel idea is credited to the Kenton Lions Club, of which James Smith is president, according to Mayor James F. Herndon.

ACCOUNTING DEPARTMENT:
J. D. Guess, Clerk, Mobile

BUILDING PERSONNEL:
T. L. Kelly, Asst. Engr., Mobile

ROADWAY DEPARTMENT:
Edward Clint Asbell, Laborer, Oakton, Ky.
Isadore Mosley, Laborer, New Orleans
Oscar F. Fadely, Laborer, Cache, Ill.
Taslwill Fulghum, Laborer, Ethelville, Ala.
Henry Hodgens, Laborer, Columbus, Miss.
W. L. R. Shuttlesworth, Laborer, Peanut, Ala.
Pat Fairley, Laborer, Wilmer, Ala.
Obie Houser, Laborer, Booth, Ala.
John Gilbert Mayo, Laborer, Jackson, Tenn.
Leonard Bayles, Laborer, Richmont, Miss.
Henry McCoy, Laborer, Eoline, Ala.
Jed Smith, Laborer, Prattville, Ala.
Tom E. Stanley, Section Foreman, Enterprise, Miss.
Oscar Blakeley, Laborer, Buckatunna, Miss.
Robert C. Parham, Laborer, Wickliff, Ky.
Russell Welch, Bridge Carpenter, Baldwin, Ill.
Arthur Hall, Laborer, Tuscaloosa, Ala.
Henry Wilburn, Laborer, Macon, Miss.
Preston W. Moore, Laborer, Henderson, Tenn.
Otis East, Laborer, Seabastopol, Miss.
Wilbur Evans, Laborer, Tilton, Miss.
Sam Griggs, Laborer, Macon, Miss.
Luther Butcher, Laborer, Sparta, Ill.

TRAFFIC DEPARTMENT:
N. L. Cochran, Jr., C.C., Jackson, Miss.
E. G. LaGarde, Clerk, New Orleans
L. E. Kilmer, Clerk, Shreveport, La.
D. P. Trotter, Dining Car Supvr., Tilton, Ill.
L. A. Schaffer, Secretary, Mobile
Cecil E. Cochran, Clerk, Mobile

GULF TRANSPORT COMPANY:
B. F. Morris, Wash & Grease Boy, Mobile
L. J. Parker, Truck Operator, Mobile

PURCHASES AND STORES DEPT.:
F. I. Parham, Storekeeper, Iselin, Tenn.
Walter Conway, Laborer, Jackson, Tenn.

MECHANICAL DEPARTMENT:
Joseph L. Chapman, Mach. Hipr., Louisi-
ville, Miss.
F. E. Reed, Mach. Hipr., Louisville, Miss.
J. H. Whatley, Mach. Appr., Louisville, Miss.
D. A. Barham, Mach. Hipr., Louisville, Miss.

T. S. Fant, Truck Packer, Laurel
L. Bouyer, Car Appr., Tuscaloosa
E. D. Coleman, Asst. Eng., Mobile
L. K. Haddad, C. Rpr, Hipr., Meridian
J. E. Carr, Laborer, Jackson, Miss.
R. C. Allison, Coach Cleaner, Jackson, Tenn.
R. M. Chandler, Bus. Hipr., Bogalusa
W. D. McBride, Jr., Meridian
Frank Dedrick, Laborer, Mobile

OPERATING DEPARTMENT:
Timothy John Ricks, Utility Clerk, New Orleans
L. C. Eaves, Fireman, Meridian
Amos Bryant Jarmon, Brakeman, Meridian
Chas. Robt. Wiggins, Brakeman, Meridian
James Harold Owen, Clerk, Montgomery
Walter C. Ranager, Messenger, Meridian
Stacy Wheeler, Fdr. Truckcr, Artesia, Miss.
Sam Gibbs, Fdr. Truckcr, Artesia, Miss.
J. R. Abernathy, Fireman, New Albany, Miss.
F. L. Grace, Brakeman, New Albany, Miss.
J. N. Doolittle, Brakeman, New Albany, Miss.
C. O. Hudson, Brakeman, New Albany, Miss.
T. H. Pugh, Brakeman, New Albany, Miss.
C. J. Pennebaker, Brakeman, Iselin, Tenn.
Ralph Herron, Brakeman, E. St. Louis
J. W. Herring, Bridge Guard, Montgomery
A. F. Lindley, Bridge Guard, Wilmer, Ala.
J. A. Lipps, Bridge Guard, Buckingham, Miss.
R. E. Blair, Fireman, Tilton, Ill.
James Donald Fleming, Caller-Bus Driver,
E. St. Louis
Fred W. Deizony, Jr., 1/8 R/C Clerk, E. St. Louis
Walter Golden, Coalng Station Employe,
Gray, Miss.
Wills Herd, Coaling Station Employe,
Gray, Miss.
William E. Luna, Fireman, E. St. Louis
Cloyd Lee Ezell, Steno-Clerk, Jackson, Miss.
...LIFE IN NAVY MEANS HARD WORK...

Editor's Note: The following letter, addressed to all Traffic Dept. officers and employees, presents such a clear, forceful picture of a young recruit's first impression of the Navy, we print it in full.

Our crew of 44 Navy recruits from Birmingham arrived here last Wednesday afternoon, and we have done about six weeks work since then. We had two Pullman cars which went through from Birmingham to Los Angeles, and I was given the drawing room on one car all the way for the responsibility of counting noses at each stop and looking after the decorum of the boys in our car. Some class, eh?

Our day lasts from 5:30 a.m. until 9:30 p.m., except for those on night guard duty. We have chow at 6:30, 11:30 and 4. After supper we bathe, shave, and do our laundry work, and if we don't have any more lectures or other compulsory training we then have a chance to write our letters... if we can find that much energy left in us.

Miss Bertha Scarbrough, Secretary in the Traffic Dept., bids a farewell to Lester, who enlisted in the Navy only last month.

Lots of the fellows here joined the Navy thinking that they would have a soft time of it. Saturday we had to stand at attention for two hours and 20 minutes in the hot sunshine while 26 medals were awarded and citations read for Coral Sea heroes. After that they wished they had joined the Army. My nose and neck are sunburned and I could fry an egg on them. The first day we got here they gave us another physical examination that covered everything from adrenoids to zylophones, and then gave us three shots that left our arms sore for four days.

I suppose lots of folks would rebel at the idea, but I think it would be a good thing for all railroad and industrial employees to take some training like this boot camp. Military life is a revelation in teamwork. Every knot must be tied just so, and the loose ends tucked in. Every article of clothing must be folded or rolled to specifications, and if they're not, somebody catches heck at inspection. The scrupulous attention which must be given to neatness would change the habits of lots of people. Every item of clothing we have is starched with our name or initials so nobody can get theirs mixed up, and if it isn't hung up to dry in just the way it is supposed to be, the whole company gets extra duty.

If the folks in Mobile are not satisfied with the lunches they are getting nowadays, they ought to try Navy life for just one day. All the food is dumped on a wet, steamed tray, and after you are finished with the meal, everybody washes his own tray. None of this "napkin and fingerbowl" business. It takes about 8 seconds to fill a tray for a complete meal. You just pass down the line and they throw food at the tray on the fly. Sometimes they miss, and that means that you have some extra laundry work.

With my new haircut I look like one of the Toughy gangsters after a jailbreak. The best part of it is that we get another haircut each week for the first three weeks. In case any of you are wondering about the weather in San Diego, it is on all fours with Mobile, except for the fact there is very little rain in San Diego. We had one shower last Thursday and the local wags claim it is the first bit of rain in about 40 weeks. We use three blankets at night, and then we perspire in the afternoon when the sun waxes warm.

My address here is:

L. A. Schaffer, Y2c
Company 42,64M
U. S. Naval Training Station
San Diego, Cal.

We are supposed to be here for three weeks "indoculation" and then we will have another week of polishing off. After that we may be sent somewhere else.

If anyone should feel the urge to write, I will try to answer them as soon as possible. Best regards to everyone.

Lester.
The MAIL TRAIN

Editor's Note: Dr. Payne was Consulting Geologist for the Gulf, Mobile & Northern Railroad several years ago and was instrumental in locating a number of mineral deposits.

He will be remembered by many of us both on account of his ability and his friendliness.

December 1, 1942

My Dear Mr. Tigrett:

The enclosed clippings from a recent issue of Will Hight's Winstat County Journal interested me greatly, particularly the one dated Parn Springs, as this is the locality of the ore deposit I reported to you.

I reiterate: there are a lot of really valuable mineral deposits around Louisville; it may take a war to bring them out.

We are doing very well with our ore deposit and electric smelter; selling several large railroads including the Western Pacific, our hard-surfacing chrome-nickel-Molybdenum,titanium-boron metal; and tool bits and cutters and precision gauge blocks. Napco products are famous for their resistance to corrosion and abrasion.

I follow whatever I see in the Western papers about the progress of the GM&O, and on my latest copy of the paper, I noticed quite a number of "Rebel Route" cars.

With kindest regards to Mrs. Tigrett and yourself, and my old friends along the line, I remain,

Very truly yours,
Henry Mace Payne, President.
NAPCO, Inc., Burbank, Calif.

Recalls Early History...

Gentlemen:

As a "lad" I witnessed the driving of the Golden Spike in 1869 in the town of Pontotoc, Mississippi. I witnessed the completion of the railroad to the west along the route of the then called "Doodle Bug" Railroad from Middleton, Tennessee, to Pontotoc, Mississippi.

Having a desire at that age to become, in some way, connected in the transportation department of some railway system it was in 1904 that this ambition was realized when I secured a position as Express Messenger and Baggage Master on the then Mobile, Jackson & Kansas City Railway.

Therefore, it was my fortune to leave Pontotoc in the last Doodle Bug out of Pontotoc in the morning and return in the afternoon on the first standard gauge train into Pontotoc.

In all these years I have watched, with keen interest, the growth of this once a very small railroad and very little equipment to its present day Double Headers pulling 100 and more cars, a railroad we are all very proud of.

Now, if you will please excuse me for all the past history of myself and your railroad and place me on your mailing list for the G. M. & O. News it will be very greatly appreciated by one who reads it with much pleasure, and best wishes for your continued success.

Yours very truly,
J. Wiley Moor
First National Bank
Pontotoc, Mississippi

Section Foreman T. E. Stanley of Enterprise, Mississippi, was in the Army. When we last heard, he was with the 759th Engineers, Camp Claiborne, La. He had been in our Railroad's service 17 years.

Material Accounting Clerk J. D. G. Guess of the Disbursements Dept. was called for induction on Nov. 30.

WALTER TODD is Somewhere in the Pacific

He was a pipe-fitter helper at Jackson, Tennessee, and a mighty good one.

But Walter won't be working with us for some time now, because he is somewhere in the Pacific fighting for his country.

Walter is just one of the many GM&O boys who have answered the call to the colors. They are fighting in the four corners of the world.

For more than a score of years the operation of this Railroad was dedicated FIRST to the service of its patrons and its territory.

This is borne out by the fact that trains have often been run for the convenience of the public and to furnish jobs for our employees, when the patronage clearly showed that there was no necessity for the service. This we have gladly done in a spirit of friendly co-operation and in recognition of our obligation as a transportation agency.

But This Was Before Pearl Harbor. Now the only question to be decided about everything pertaining to this Railroad is—will it help win the war?

Every day we are called upon to transport promptly and swiftly vital war cargo, or troops, or both for Uncle Sam. So far we have not failed—and it has not been necessary for us to neglect our peace-time patrons. If, however, they should have to suffer inconveniences while the emergency exists, we know that they will do so with an understanding attitude.

There is no middle path in the road to freedom.

I. B. TIGRETT
President

GULF MOBILE AND OHIO RAILROAD COMPANY

This war-policy institutional advertisement appeared in all Line newspapers, during the month.

Louisville Division
Storekeeper Expires

Division Storekeeper William Hale Abrams, 50 years old, of Louisville, Miss., died November 12 after a long illness.

Familiarly known as "Abe," Mr. Abrams took an active part in civic affairs and was a former commander of the Louisville American Legion post.

He was a Mason and a Shriner. During his term as head of the local Legion post, he was instrumental in building the Legion hut and obtaining many new members. In the last war, he was a Chief Yeoman in the Navy.