DIRECTORS MEET, DECLARE DIVIDEND

The Directors of our Company, meeting in St. Louis earlier this month, declared a dividend of $2.50 per share payable to preferred stockholders.

* * * *

In the minds of the average employee the stockholder is regarded as some vague personage usually pictured as living at a Park Avenue address and not at all connected with the operation of the Railroad.

It is interesting to know that holders of preferred stock on the GM&O number some 3,000 persons living in all parts of the country and abroad. Among them are widows and orphaned children, charities and institutions, and many persons of moderate circumstances. Had it not been for the money which they invested, we employes would not have jobs with this Company today.

While the stockholders who made our jobs possible are getting only $1,400,000 from the Company this year, our total pay check for 1943 will be $16,500,000.

CHRISTMAS

There may still be among us some who through illness or other misfortune are experiencing want, and are worried about providing Christmas for their families.

Your management will welcome the opportunity, and feel privileged, to help them without obligation.

Please address me personally at either St. Louis, Mobile or Jackson, Tennessee. Such correspondence will be regarded as confidential.

I. B. TIGRETT, President.

The World Awaits the Sunrise

"Above a weary war-torn world
There rings at Christmas-tide
The Angels' song of Hope and Love
of peace that will abide.

And in the darkness of the night
A star comes shining through
To say our dream is not in vain,
God's love will make it true."

Political bandits became rulers in Germany and in 1939 they began their offensive to conquer the world.

England and France—themselves unprepared—went to the aid of the first helpless victims but the mighty armies of the 'New Order' rolled on. There seemed to be no barriers too great—no atrocities too violent.

Soon, France crumbled and England stood alone in defense of our civilization.

Some people who believed in God were bewildered that a nation denying and defying Him could apparently attain world domination.

But despite the black outlook, a note of faith was sounded by King George of England in the concluding words of a Christmas message broadcast to his people and to the world in 1939:

"I said to a man who stood at the gate of the year, 'Give me a light that I may tread safely into the unknown.' And he replied, 'Go out into the darkness and put your hand into the hand of God. That shall be to you better than a light and safer than a known way.' "

(Continued on Page 2)
THE WORLD AWAITS THE SUNRISE
(Continued from Page 1)

And, although “blood, sweat and tears” have freely flowed in all the lands of our Allies, gradually the ferocious assault in England exhausted itself. Russia, attacked and quickly beaten to her knees, has recovered her strength. The tyrant of Italy blossomed and faded. And the Rising Sun is beginning to set.

Finally, beyond the horizon, still beclouded by the suffering and destruction of war, there is even now perceptible the dawning of a victorious peace and the world is expectancy waiting for the sunrise.

This Christmas should be one of deepest gratitude and while no amount of praise and honor is adequate for our brave and gallant soldiers of combat, tribute is also due those soldiers of the soil and soldiers of the rail and of other industry who have stuck by their guns.

Let us fervently offer our prayer of thanks to God who has given us a candle in the darkness and a way into the sunlight.

I. B. TIGRETT, President

Safety Always

“. . . despite present difficulties, the safety record of the railroads for the last 12 months is better than, or approximately as good as, it has been in nine out of the past 21 years. According to this record, a passenger could travel in safety constantly, day and night, for the next 1200 years.” — Ass’n. American Railroads.

Conductor Hasselle Saves The Day—And Her Money!

Nearly everyone who rides a train has a fear of either losing his ticket, baggage or pocketbook.

One day last month, Miss Nora Smith of Stonewall, Miss., boarded the Gulf Coast Rebel at Citronelle, Ala., returning home. Shortly after the train pulled away from the station, she discovered she had left her pocketbook, containing more than $100, in the Citronelle station. By the time Conductor E. M. Hasselle got to her in taking up tickets, Miss Smith appeared worried and nervous. Sensing that something was wrong, he inquired if she could be of any service.

Anxiously, Miss Smith told her story. Promptly at the next station, which was Vinegar Bend, Ala., Conductor Hasselle jumped off the train and contacted Citronelle Agent H. C. Gilmer, who found the pocketbook with the money intact. The following day, Conductor Hasselle presented Miss Smith with her valuables and in the meantime she had been assured they were safe.

Needless to say, Mr. Hasselle won heartiest thanks from Miss Smith, and praise from Railroad officials.

Editor’s note: Shortly after the Citronelle pocketbook-finding incident, Conductor Hasselle aided a boy in the Navy in recovering his biliford containing considerable money.

Promotion —

Culver White Is Named Assistant To the President

Culver White, Special Counsel for the Railroad at Jackson, Tennessee, was appointed Assistant to the President effective December 1st.

Mr. White has been associated with our railroad in a legal and advisory capacity since 1937. Announcement of his promotion by President I. B. Tigrett, and his decision to devote his full time to railroad activities, is received with enthusiasm by his many friends.

Culver graduated from the Mobile High School in 1925, and worked for the American Telephone and Telegraph Company from then until 1934, during which time he studied law at the University of Alabama.

He entered private practice in Sheffield, Alabama, on January 1, 1934, and remained there until employed by the Railroad as Special Counsel, office of the President at Jackson in 1937.

In 1938 he was made Vice-President of the Tennessee Securities Company; and later President. He devoted considerable time to the merger of the G. M. & N. and M. & O. railroads, and served in other advisory capacities.

Mr. White makes his home at Jackson, Tennessee, and he will be located in the Jackson office with President Tigrett.

Friends of Rebel Conductor Logan H. Moore of East St. Louis are sorry to learn that his wife has been ill for the past few weeks, and hope that she is up and about for Christmas.
HOLIDAY PASS RESTRICTIONS ON DEC. 23-JAN. 3

With passenger traffic on all railroads continuing heavy, railroads have found it necessary to again restrict the use of passes for holiday travel.

These restrictions on the Gulf, Mobile and Ohio Railroad will be in effect from December 23 to January 3, inclusive. While not wishing to work a hardship on anyone in the use of passes, Vice-President and General Manager Broek explains that movement of military personnel and unusually heavy civilian traffic makes it necessary for our Railroad to conform with policies put in effect by the others.

Special permits may be obtained for those pass holders who must travel. Passes can be used only for these four purposes and then permits are necessary for the period—

1. Officers and employees traveling on company business.
2. Railroad employees in Military Service to enable them to visit their homes.
3. Emergency travel such as serious illness in applicant’s immediate family, or death.
4. Students traveling between their homes and schools.

All persons using passes during restricted period for trips as above mention must obtain necessary permit through regular channels for requesting passes.

Railroading’s Just
A Memory to Him Now

Conductor Herbert Moore, who served 38 years on freight and passenger runs, retired in October.

Conductor Moore altogether spent 45 years on the Montgomery District of our Railroad, entering the service on Sept. 8, 1918 at Montgomery as Switchman. He was married the same month, 10 years earlier, to Miss Elizabeth Farmer of Tuscaloosa, where they now reside. Since he got both his job and his wife in September, Mr. Moore calls that his “lucky month.”

Looking back over his record, Mr. Moore said he had never refused a call and only missed one day, that being in August this year, and in all that time had only one injury.

Trainmaster W. R. Barr, commenting on Mr. Moore’s record, said: “He was one of our most loyal employees.”

SERVICE AT GREYHOUND TERMINAL IN ST. LOUIS—For the further accommodation of passengers on our Rebels, a special ticket window is opened each day at the Greyhound Bus Terminal in downtown St. Louis preceding train departures. The ticket seller in photo is attractive Miss Phoebe M. Connell. Buses transport our train passengers to trainside.

RETIRED, BUT CARRIES ON

Owners of the Exchange building, where most of Memphis’ many railroads are quartered, have praised as much as C. C. Taylor that when he retired on Jan. 14, 1941, after 50 years of service with M. & O. and GM&O, they gave him a lifetime office all his own in the building in which he spent so many years.

Mr. Taylor is in his office almost every day, writing his many friends, attending to his personal business and making occasional visits with Herb Crook and the boys of the Rebel Route down on floor 14.

General Agents Named
C. of C. Directors

Two of GM&O’s well-known General Agents have been elected to the board of directors of Chambers of Commerce in their respective cities.

They are F. S. Dean, named to the board of the Jackson, Miss. Chamber of Commerce, and B. D. Casey, who is now a member of the Laurel Chamber of Commerce board. Both of these men have taken an active interest in affairs over a period of years, and their service is thus recognized.

THE GOOD SHIP
GOSLIE—Earl W. Goslie, the genial gent of the Traffic Dept. who travels all over the country in the interest of the Rebel Route (Fla. in the winter and Sun Valley in the summer) has become so famous in transportation circles that his steamship acquaintances have “named” a Liberty ship after him. It has not phased “The Duke” a bit that ships are customarily named after deceased personnel.

You probably won’t find this ship listed in Lloyd’s, but it is highly possible that a Goslie friend within the Kaiser organization may know something about the vessel shown above.
NEW FREE GARDEN SEED PROGRAM ANNOUNCED —
EMPLOYEES URGED TO PRODUCE FOOD AT HOME

Rebel Route employees, who proved to be such capable Soldiers of the Soil in producing food in home gardens during 1943, again will be furnished with free seed to carry on their earthy ventures in 1944.

Employees of the Railroad and Gulf '44 will find in this issue of The Rebel be filled out and sent to our Development Transport Company who plan to plant in Route News a handy application form to Department at Jackson, Tenn., for their share of the free seed.

In announcing the new free seed program, Development Director S. A. Robert urges all gardeners to apply for seed promptly. While full instructions on the 1944 Rebel Food Garden program will not be announced until next month, Mr. Robert explained that it is important to send in your application immediately, so that problems of distribution may be handled well in advance of actual planting dates, and also because seed are scarce this year.

Our Rebel Food garden program of the season past won high honors from the National Victory Garden Institute of New York city, but of course the real worth of the undertaking was proved in the quantity of vegetables produced for our dinner tables and home canning purposes in these food-scarce war days. The Rebel Route took the lead in encouraging its employees to plant home gardens by distributing seed free of charge.

Each package of seed will bear complete planting instructions. In addition to this, however, Mr. Robert will issue essential information as to garden layout and preparation of the soil in the next issue of the News. Meantime, get your application for the seed on the way.

PHOTO AT RIGHT

Plaque awarded to Rebel Route Gardeners for greatest contribution to National Home Planting Program is shown at right.

Railroad History

Browsing around an antique shop in New York while on vacation last summer, G. Arthur Cook, President of the West Boylston Manufacturing Company and a good friend of the Railroad, discovered a payroll sheet of the old Mobile and Ohio Railroad dated March, 1862. Mr. Cook, whose business is in Boylston, just outside of Montgomery, sent the antiquated payroll sheet to District Freight Traffic Manager D. L. Jones of the Alabama agency. Written in ink and in a beautiful Spencerian hand, it is well preserved.
COL. OWEN'S COLORFUL CAREER ENDS—ONCE HEADED G., M. & N. RAILROAD

Death ended the long and colorful railroad career of Colonel William F. Owen, one-time president of the Gulf, Mobile and Northern Railroad, on Nov. 18 in New Orleans, where funeral services and burial were conducted the following day.

Colonel Owen, 87 years old, was stricken on a train enroute to New Orleans and death followed shortly after arrival in a hospital there. He resided in Mobile at 1257 Selma street.

Although he had not been connected with our Railroad (G&M&N being one of our predecessors) for some 25 years, Colonel Owen nevertheless leaves a number of friends and associates in the present organization. He began his long railroad career as a clerk. He held several positions, including executive ones, on different railroads until he became Assistant to the President of the Mobile, Jackson and Kansas City Railroad in 1907, later serving that carrier as General Manager.

He was successively General Manager, Vice-President and General Manager and Receiver for the New Orleans, Mobile and Chicago Railroad, being President of the N.O.M. & C. from 1912 to 1917, and taking over presidency of the reorganized G. M. & N in 1917 for a year. In 1918 and 1919, he was with the United States Railroad Administration.

Colonel Owen's survivors include his widow and several nieces and nephews.

FILL OUT AND SEND IN TODAY

Seeds are very scarce. It is suggested that those who wish to make application for seed do so promptly.

Mail the following form to S. A. Robert, Development Director, Jackson, Tennessee.

Name: ____________________________

Department: _______________________

Address _____________________________

(You may use Railroad Mail)
RAILROADING AS THE MAN ON THE CABOOSE SEES IT—All of us who ride passenger trains make a practice of gazing out the window. The man on the caboose when he glances out the back, sees something like this curving piece of track near Corinth, Miss. In the foreground are the wheel for brake, the whistle, which trainman use when backing up, and the ladder leading to top of caboose.

RETREATING GERMANS BLASTED ROME-NAPELS RAILROAD BUT AMERICANS GOT IT GOING
(Dispatch from the Fifth Army in Italy, distributed by A.A.R.)

It's a very puny whistle that routs the Transportation Corps troops out for work on the Rome-Naples railroad, but it does the trick, writes a former Railroader now with the Army in Italy. This interesting story follows:

"In fact these troops, who are putting the devastated railroads of the Rome-Naples area into shape, don't need any whistle; nor do they require a "general super," a call board, a dispatcher or whatever else it takes to get a railroad crew into action.

"These men, when you ask where they're from, just don't say from Podunk. They're off the Wabash, the Soo Line, the Toledo Ohio Central, the Utah Cooper, the Baltimore & Ohio, the Santa Fe, the New York Central, the Pennsylvania, the Atlantic Coast Line, the Union Pacific or almost any other line that can boast an engine and a half dozen cars. Among the Grand Division's battalions, one Operating Battalion was recruited from the Southern Railroad, another Operating Battalion came off the Santa Fe, another from the Illinois Central and the Shop Battalion was recruited from the Big Four. But that doesn't tell all of the story of this outfit, for since the time it was first put together it has drawn men from almost every road in the States.

No 'Gas Buggies'

"They pulled into Naples about four days after Jerry had been driven out. The Colonel and the experts took a quick gander at what was left of the Rome-Naples railroad and the Naples yards. They came back and reported. There weren't any hand cars or gasoline buggies with which to make the trip. It was all done on "shank pony." Though their feet were killing them, they sat down in a huddle.

"The track man estimated it would take at least six days to get a double track in shape. The hostler and repair man said they could have five engines ready to go by that time, the signal men promised to match that speed and the carmen said they could get 400 freight cars rolling. Then the 'old man' sounded off. They needed the railroad in less time than that—five days ought to be enough and five days it was when the first engine pulled onto the dock.

Jerry in his effort to ruin everything, did a pretty good job. Twenty engines

(Continued on Page 8)
On the Alert.
Mr. John Poole:
I wish to commend you for your alertness and prompt action in getting GM&O 24621 and 24623 moved out of the danger zone when the building owned by J. W. A. Russell, of Monticello, was discovered on fire at 12:30 A.M., November 10th.
The Management appreciates your thoughtfulness and the prompt manner in which you handled this situation. A copy of this letter is being filed in your personal record.
J. H. Currie,
Superintendent, GM&O
Jackson, Miss.

Good Service Makes Friends . . .
Sirs:
I want you to know that I am very grateful to you for obtaining the excellent accommodations for me and my family on our recent trip to Chillicothe, Ill. Your conductors were extremely kind, considerate and courteous. Your hostess was very thoughtful and accommodating and your porters very efficiently took care of their jobs. The meals were excellent and, in short, the service was complete in every way.
I want to thank you again for making possible a very delightful vacation.
H. C. Jordan, M. D.,
Fairhope, Ala.

Service for the Little Ones, Too. Our Policy
Gertrude Lawrence, the celebrated actress, was disturbed on a recent train trip by the plight of coach mothers and babies who were traveling to soldier husbands and fathers.
She formed a train committee of women to help nurse while the mothers rested or had a bite to eat in the diner.
Mothers and babies have always been the especial care of hostesses on our trains. The GM&O girls do just the things Miss Lawrence was looking after, and do all in their power to insure that babies as well as grown folks get a break while traveling.

Runs Farm Now
Engineer W. R. Wright, who retired several months ago, is running a farm now instead of a train, and says he likes it fine but of course misses the old railroad. His farm is near Murphysboro, Ill.

Rebel Conductor Earl F. Pegram of Jackson, Tenn., has a son, Captain Earl F. Pegram, with the American Fifth Army in Italy.

Freight Conductor W. H. Hubbard has two sons in the service.

GM&O-er Who Fought In Africa Returns
William P. Hilderbrandt, former Brakeman-Switchman at Mobile, who took part in the North African campaign has been returned to the U. S. and is now in the Northington General Hospital near Tuscaloosa. He writes that the hospital is the only one of its kind on the Rebel Route, so far as he knows. Recently completed, it is dedicated to rehabilitating the sick and wounded soldiers returning from overseas campaigns such as Hilderbrandt went through.

Wounded In Action
Staff Sergeant James Harry Balkum, son of Car Inspector R. G. Balkum of Jackson, Tenn., was wounded in action in Italy on Nov. 6, according to a message from the War Department to his parents and his wife, Mrs. Maxine Balkum. In the Field Artillery, Sergeant Balkum has been in the service since June 11, 1941. A brother, Lieutenant Everett Balkum, is a fighter plane pilot in the Pacific.

Fred Kelly, who has served with our Railroad in several capacities in the Transportation Dept. and who worked for the government until recently, is now in the Army, located at Fort Leonard Wood, Mo.

NORTH END GULF TRANSPORT BUS OPERATORS—This group of Gulf Transport Company bus operators was pictured one cold morning in St. Louis recently, as they paused between runs to Waterloo and other points. From the left, the are: R. A. Novack, J. K. Snodgrass and Robert E. Hopkins, all of Waterloo; William H. Whelan, Chester, and R. W. Barr, Red Bud. Inset is Paul L. Schilling, Waterloo.

SERVICE NOTES

Oldest and Youngest
Rebel Flagman C. A. Ford's oldest son, Caridine Ford, was in World War I and now the latter's youngest son is in this war—the Navy. And the oldest boy of Flagman Ford's youngest son, Loyce Ford, is likewise in this war—the Navy! Flagman Ford resides in Jackson, Tenn.

Draft Board Humor
Selecting men for the Army is not without humor. A New Orleans board was hearing the case of a Negro porter placed in 1-A. The registrant appeared with wife and six children, pleading with the board not to induct him.

"How much are you earning?" he was asked.
"A hundred and fifteen dollars a month," the Negro answered.
"Don't you know that with you in the Army, your wife will receive $180 a month?"

The porter scratched his head before replying: "Wall sub don't you think my children are going to need a little fatherly advice?"

Master Serg. James H. Wheatley, who worked in Reclamtion Shops at Jackson, Tenn., until he went in the Army about three years ago, is now at Bowman Field, Louisville, Ky. Sergeant Wheatley is in the Army Air Forces School of Air Evacuation there.
IN THE SERVICE of THEIR COUNTRY

OUR SERVICE HONOR ROLL

EMPLOYEES ENTERING THE SERVICES LAST MONTH

OPERATING DEPARTMENT:
Fred Kelly, Secretary, Meridian
Charles W. Pugh, Brakeman, New Albany
Paul H. Chapman, Brakeman, New Albany
E. E. Mines, Car Cleaner, Percy, Ill.
J. B. Bristow, Yard Clerk, Bogalusa
Robert E. Rhodes, Freight Caller, Montgomery
Herbert D. Lark, Stat. Porter, Reform, Ala.
Jerene N. Blackmore, Clerk, Bogalusa
Bennie L. Adams, Steward Cook, E. St. Louis

TRAFFIC DEPARTMENT:
Robert E. Finch, Jr., Mobile

BUILDING DEPARTMENT:
James L. Inge, Elevator Operator, Mobile

ACCOUNTING DEPARTMENT:
Martha McCorquodale, Comptometer Operator, Mobile
Verne M. Denmark, Claim Checker, Mobile
W. E. Deuvillé, Corres. Clerk, Mobile

GULF TRANSPORT COMPANY:
Robert W. Frasier, Jr., Truck Operator, Mobile
Larry E. Sadowski, Bus Operator, Waterloo
Lindsey D. King, Bus Operator & Mech. Hlpr., Bogalusa
Noble L. Parks, Bus Operator, Mobile
Cecil B. Adams, Electrician, Mobile
L. L. Land, Bus Operator, Mobile

MECHANICAL DEPARTMENT:
John R. Jones, Mach. Hlpr., Jackson, Miss.
Frank B. Krener, C.O.P., E. St. Louis
Chester Johnson, Fire Cleaner, Jackson, Tenn.

James Tant Coryea, Electrician Hlpr., Tuscaloosa
L. F. Jayroe, Pipefitter Hlpr., Louisville, Miss.
J. R. Abercrombie, Sten-Clerk, Tamms, Ill.
John T. Williams, Blacksmith Hlpr., Jackson, Tenn.
Frances T. Presson, Carman Appr., Jackson, Tenn.
C. F. Howse, Pipefitter Appr., Meridian
Wille Derwood Kinard, Carman Appr., Meridian
Geo. W. Young, Mach. Hlpr., Louisville, Miss.
Jack R. May, Mach. Appr., Jackson, Tenn.
Elmore Johnson, Lab. Jackson, Tenn.
Weisle D. Taylor, Welder, Crawfords, Miss.
Robert Douglas Weber, B'maker Appr., Meridian
E. L. Mines, Car Cleaner, Percy, Ill.
C. H. Lane, Drill Press Man, Meridian
Wallace Miller, Fire Cleaner, Beaufort Street
Robert James Bonner, Carman Hlpr., Appr., Meridian
Robert William Wells, Jr., Blacksmith Hlpr., Meridian

ROADWAY DEPARTMENT:
Joe Whitman, Section Lab., Columbus, Miss.
Robert Hunt, Section Lab., Union City
Geo. Blackburn, Section Lab., Berkeley, Ky.
William S. Addy, Road Carpenter, Laurel
H. H. Baine, Sec. Lab., Tamms, Ill.
Christopher G. Ivey, Section Lab., Quitman
W. D. Taylor, Welder Foreman, Crawford, Miss.
G. D. Skelton, Track Laborer, Booneville
L. V. Baldron, Sec. Lab., New Albany
Orrin Jordan, Sec. Lab., Decatur, Miss.
James Weathers, Sec. Lab., Philadelphia, Miss.

IN ANTI-AIRCRAFT SERVICE—Dan A. Currie, who was employed in our Transportation Dept. in Mobile until several months ago, has completed 17 weeks of basic training at Fort Eustis, Va., and is in the anti-aircraft service of the Army. On furlough in Mobile recently, he was awaiting transfer.

IN ARMY NOW—Robert E. Finch, Jr., Clerk in the Passenger Dept., left for the Army shortly after Thanksgiving, and at last report was at Fort McPherson, Atlanta. Robert, who made many friends in his year of work in the Mobile General Office, is the second in his family to don the khaki of Uncle Sam’s Army.

Corporal Jones Returns
After Front Line Duty

Corporal D. L. Jones, Jr., son of our genial Division Freight Traffic Manager at Montgomery, arrived back in this country during November after months of fighting at the battlefronts.

From Staten Island on Nov. 22 came a telephone call to his parents announcing his arrival. He hadn’t been home since Dec. of 1942, and for seven months of the time he had been away he hadn’t slept in a bed. Most of that time was spent on fronts in the North African campaign.

A member of the 805th Tank Destroyer battalion, Corporal Jones contracted malaria fever after the close of the African fight and was hospitalized over there, and then sent to the U. S. for further hospitalization. His photograph appeared in Life Magazine several months back.

She’s A Wave Now

Miss Martha McCorquodale, comptometer operator in our Mobile Accounting office for the past year and a half, has answered the call of Uncle Sam and joined the Navy’s WAVES. She left recently for Hunter College, New York, where she will undergo extensive training before being assigned.
Millstadt Branch Built
60 Years Ago—Agent
Hoover There Past 34

Sixty years ago last month (Nov. 20), the Millstadt branch of our Railroad was completed.

For more than half that time, 34 years to be exact, Harvey Hoover has been Agent at the Illinois city, which is only a few miles below East St. Louis. Down through the years, Mr. Hoover has seen times change as business conditions changed. In publishing a news story on the 60th anniversary of establishment of the Millstadt branch, the Enterprise of that city had this interesting paragraph about Agent Hoover:

"Hoover's connection with the railroad, now the Gulf, Mobile and Ohio, dates back to the time when a train and crew operated from here and when week-end passenger traffic was such that the station platform was crowded with people waiting for the Sunday evening train to pull out. In those days, Hoover was station agent, sold tickets, and handled the telegraph instrument. When it was time for the train to pull out, he locked up the station and became conductor. A caboose provided him with a mobile office, and this, with a combination passenger and freight car, furnished the rolling stock."

Editor's note: By way of explanation, the Millstadt freight is now handled both by train and truck.

Bogalusa Car Inspector
Loses Life In Mishap

The Rebel Route News extends its deepest sympathies to members of the family of Car Inspector Marshall Sylvester Cullum, 61, of Bogalusa, who was killed Nov. 17 in an accident which occurred during switching operations in his home town.

Hostess Is Civic
Club Speaker

Miss Merle Berry, who has told of the duties of a Rebel Hostess in talks before civic clubs at Louisville, Miss., and Cairo, Ill., addressed members of the Jackson, Tenn., Rotary Club recently. Hostess Berry, a graduate of Mississippi State College for Women who has been a Hostess for the past year and a half, was introduced by Mrs. I. B. Tigrett, who was presented to the club by Rotarian S. A. Robert, our Development Director.

Shift in Jobs
James P. Cole, former Route Agent at Iselin Yards in Jackson, Tenn., has been named Freight Traffic Agent at Louisville, Miss., where he works with Division Freight Traffic Manager Dave Marshall. W. A. Lane assumed Mr. Cole's former duties as Route Agent at Jackson.

Rome-Naples Railroad
(Continued from Page 5)
were blasted beyond repair. Fifteen more would take several weeks in the roundhouse before a fire could be put under their boilers, but he missed on the rest and within eight days, they had steam up in every one of them. Jerry was methodical in his demolition. For all of those he wrecked, he blew the same side of the engine, the same piece of the throttle and identical cab instruments were missing. On the whole he did a very effective job to prevent cannibalizing.

A Real Clean-Up Job
An examination of the yard with Captain Hilburn T. Ankerson of Tuscon, Arizona, who came from the Southern Pacific and was acting as sort of general yardmaster, revealed more than 4,000 box cars wrecked; six hundred tank cars of no value except to block the right of way; hundreds of miles of rails torn up; frogs and switch points blown with an exactness that showed the viciousness of the German; booby traps placed in unsuspecting places along the ties near the fish plates; rails blown with such terrific force that even though the switch plates held, the ribbons of steel were wrapped around a telegraph pole 15 feet from the ground.

But despite these obstacles there were 2½ miles of the road operating in five days.

THE NEWS WISHES ALL A MERRY CHRISTMAS
— 8 —