Mr. Tigrett’s Christmas Message

“The whole of Government consists in the art of being honest.”
—Thomas Jefferson.

In these perplexing days of national and individual readjustment, there is no clearer or more certain formula which may be used as a basis or guide than the Golden Rule—demand of others no more than you would be willing to give.

“If I could in the coming year
Make any dream come true,
I'd ask the Christ to breathe
His peace
Into the heart of you.”
—I. B. T.

On December 1, E. B. deVilliers, Freight Traffic Manager (Rates and Divisions) was appointed Assistant Vice-President—Traffic. The announcement of the appointment was made by Vice-President—Traffic, L. A. Tibor.

The news of Mr. deVilliers’ selection for the position was warmly received by his many friends and business associates. Friendly and likeable and with a background of twenty-seven years in the railroad business, he is highly qualified for his new duties.

“Teddy” started with the GM&O RR as a mail clerk in the Freight Claims Department in 1918, going to the L&N in 1920 for a short time before returning to this Railroad. He has held practically every job in the Traffic Department and was Chief Clerk in the Traffic Department in Mobile in 1930 when he was chosen to head the New Orleans Rate Department as Assistant General Freight Agent. He was made General Freight Agent in New Orleans in 1940 and in 1943 was brought back to Mobile as Freight Traffic Manager.

Congratulations and best wishes on your new job, Mr. deVilliers.

LOTT SERVED IN NAVAL TRANSPORTATION DEPT.
Wearing the stripes of a Lieutenant Commander in the Navy, Frank Lott has returned to Mobile and civilian life. Frank was in Naval Transportation in Washington and gained valuable experience.

He’s Manager of the Executive Offices in Mobile.

MAJOR DON HINKLE BACK
Major W. D. Hinkle has been discharged from the Army Transportation Corps and is now on duty in our Traffic Department at Montgomery, Alabama. "Don" was stationed in Washington with GM&O when the war broke out and has had transportation jobs in St. Louis and Omaha since entering the service. He’s welcomed back by his many friends.
SPECIAL REPRESENTATIVES OF SANTA

Kiddies who are traveling on The Rebels Christmas Day needn’t worry about Santa not knowing their addresses, for Old St. Nick has named our crew of Hostesses Special Representatives with full powers to dispense toys and Yuletide cheer on our streamliners that day.

For the past week or two, Superintendent of Hostess Service Vera Elwert, assisted by Hostesses in St. Louis between runs and Division Passenger Agent Dan Barnard, have been packing stockings and gathering everything ready under Santa’s direction.

Bright and early Christmas morning there will be a stocking filled with toys and goodies for each tiny tot aboard The Rebels.

WHAT TRACKS MEAN TO OUR RAILROADS

One of the most fascinating things about riding on a fast passenger train is sitting in the club car and looking out at the miles of track reeling off astern at 60, 70, or 80 miles an hour. Actually the tracks are the most amazing part of railroading; tens of thousands of miles of steel connecting every city and town of any size in the United States are hard to visualize.

But if you wish to try, begin with a strip of land 150 feet wide and a mile long. Grade to desired height and level, providing for ditches, culverts and bridges. Then apply 2,000 chemically-treated ties, 6,000 metal tie plates, 271 steel rails, 2,700 rail anchors, 13,000 spikes, 1,064 bolts and many tons of heavy ballast. Add signals and switches as necessary.

Now multiply this picture two hundred thousand times and you will get some idea of what railroad tracks mean in the United States.

Before a railroad can turn a wheel, it must first buy a right of way and build itself a track. And this is not all. The railroads not only own and maintain every mile of track, but pay high taxes thereon. No other form of transportation is similarly burdened. That is something that must be considered in laying down public policy on transportation if the country expects to continue to have the best railroads in the world.

—Jackson (Tenn.) Sun.

GEN. OFFICE SECRETARY’S SON GRADUATED ENSIGN

The little lady beside the big Naval Officer is Mrs. Lucile Turner of the Industrial Department. Son Stanley has just graduated from Midshipmen’s School at Columbia and is headed Southward for duty as an Ensign on a Minesweeper.
THE TEXAS COMPANY
Tupelo, Miss.
November 17, 1945.
Management GM&O,

Recently my wife and I rode your train, “The Rebel” from New Albany, Mississippi to New Orleans, Louisiana. We were so unusually impressed with all of your employees and most especially the little flagman who rides your train from Jackson, Tenn. to Union, Miss. His name is Mr. G. G. Bennett. He was absolutely the most courteous and attentive gentleman I have seen in a long time.

This letter is not written with any selfish motive or any political reasons. Neither is it solicited. I am merely a satisfied customer, as in the past few years we have received such few courtesies from any one I just wanted to tell you how much I appreciate your good service.

Sincerely yours,
Edgar Evans.

G. A.’s DAUGHTER
NEWEST REBEL
HOSTESS

Joan Beacham is a Hostess who knows her Railroad, for she comes from a GM&O family and has spent practically all of her life in Line towns. Her Dad is the well known Roy Beacham, General Agent at Cairo. He was for many years at Louisville and Laurel.

Miss Beacham is a pretty blonde little lady with a lot of Southern charm to add to her Railroad ability. She’s fast making friends throughout the territory and is a welcome addition to the Passenger Department. Her friend of the moment is Commercial Agent C. D. Brinkley of Jackson, Mississippi who was aboard the New Orleans Rebel when the picture was made.

NEW WAREHOUSE AND DISTRIBUTING COMPANY
LOCATED ON GM&O AT JACKSON, MISSISSIPPI

One of the newest industries to locate on GM&O is the Southern Beverages Company of Jackson, Miss. Owned and operated by Theo Costas, this modern warehousing plant is on the corner of Silas Brown and Commerce Streets and our tracks afford convenient rail delivery on the side while across, the front are ramps for Southern Beverages’ route trucks. Note Diesel switcher coming from plant.

GENERAL SHOP FOREMAN’S SON
WAS IN MAJOR INVASIONS

General Shop Foreman W. K. Davis was unusually happy the other day, and who wouldn’t be under similar conditions. Son, W. C., who prior to the war was a Machinist Apprentice working with his father at Prasca, came home after eighteen months in the Navy, most of it in the South Pacific.

He is a fireman on the battleship Indiana and was in the Iwo Jima and Okinawa invasions and with the Fleet when it entered Tokyo Bay.

Since he has been in the Navy, he has attended Diesel school and this training should be very helpful to him on his return to the railroad. While working as a Machinist Apprentice, he also attended school under the diversified occupation program.

WILLIAM P. FOLEY

General Office workers were shocked to learn of the sudden death of William P. Foley, rate clerk, last week.

Mr. Foley had been with the Railroad since 1919 and was only 50 years of age.

The News expresses sincere sympathy to his wife, sister and two brothers who survive.

RAINEY RETURNS
FROM ARMY

Ernest Rainey is in the Jackson, Tenn. Traffic office after having returned from overseas duty. Ernest ran a landing boat and was in on two invasions in one day. Back at work the next day after arriving home, Mr. Rainey said that he didn’t need a re-adjustment period, because he had never gotten adjusted to Army life.

BE SAFE!
WELLS - LAMONT GLOVE FACTORY RAPIDLY NEARING COMPLETION AT PHILADELPHIA

The Wells-Lamont Glove Factory at Philadelphia, Mississippi is rapidly nearing completion and early in the new year will be in full production. Training classes are already being conducted in the Legion Hall downtown so that employees will be ready to man the battery of stitching machines as soon as the plant is opened. Over 400 persons, mostly women, will be employed in Philadelphia, Neshoba and neighboring Counties.

The industry is the first in Mississippi to be located under the State program of Balancing Agriculture with Industry. Our Industrial Department co-operated in bringing Wells-Lamont South and the Philadelphia plant is one of ten owned by the Company.

The new Wells-Lamont Glove Factory at Philadelphia, Mississippi is soon to swing into production employing over 400 persons. Manager Ernie Bowton who comes to Philadelphia from one of the Company’s Missouri Plants is a welcome addition to the City’s business and civic life. Shown with Mr. Bowton is E. V. Buckley of our Agency there. Mr. Buckey is well known on the Railroad having served both Newton and Union as Agent before coming to Philadelphia. He is acting on behalf of J. L. “Cap” Lester who has been ill for some little time. “Cap”, too, is a GM&O fixture, having been connected with the Road for many years.

ALL IN THE DAY’S WORK FOR THE TRAIN HOSTESS

The Chinese Army officers on The Rebel were doing all-right with their English lessons until they encountered Scarlett O’Hara in Gone With the Wind. Hostess Boykin helped out with definitions for words like “sullen,” etc.

TRAFFIC BOYS BACK AFTER WAR SERVICE

Joe B. Askew and William R. Pollard have received their discharges from the U. S. Armed Forces and are back at work in the Traffic department. Both saw service abroad. Welcome home, boys.
HOLIDAY PASS INFORMATION
Mobile, Alabama,
November 28, 1945.

TO ALL HOLDERS OF
GULF MOBILE AND OHIO R. R. CO. PASSES:

Since the issuance of our pass circular November 15, 1944, the War has ended in a glorious Victory, however, our passenger travel continues heavy, and regret it will be necessary to restrict the use of free transportation during the Christmas Season.

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 or death in applicant's immediate family
4. Students traveling between their homes and schools.

No passes, either annual, term, or trip, will be honored for travel on any train during period from December 21, 1945, to January 2, 1946, inclusive, unless accompanied by a permit authorizing its use. The issuance of permits will be confined to trips made account of the following reasons:

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

Other lines will have in effect somewhat similar restrictions.

G. P. BROCK,
Vice-President & General Manager.

UNION CITY PLANT IS AWARDED
AGRICULTURAL "A" FOR WAR JOB

Union City's oldest industrial plant, the Reynolds Packing Company, received the highly coveted "A" Award last month from the United States Government for "outstanding achievement in the processing of Food for Freedom."

At impressive ceremonies in which Obion County proudly participated, the "A" Flag was presented by Brigadier General W. A. Danielson and awards pinned on plant employees.

C. B. Ross, Jr., of the Department of Agriculture made the pin presentations and praised the efforts of employees for a "job well done." Acceptance of the award was by T. J. Yarbrough, General Manager of the Plant who promised that "this A flag will be an inspiration for us to continue in the fight for peace."

Division Freight Traffic Manager W. B. Hahn of Jackson, Tenn. was present at the ceremonies.

Front Row—Left to Right: T. J. Yarbrough, General Manager, Reynolds Packing Company; Mayor M. W. Miles, Mayor, Union City, Tennessee; Brigadier General Wilmot A. Danielson, Commanding General, Memphis Army Service Depot; Clayborne B. Ross, Jr., State Officer of Marketing, U. S. Department of Agriculture; W. R. Stephenson, Plant Superintendent, Reynolds Packing Company; J. W. Barnes, Employee Representative.
Back Row—Left to Right: Captain Grover C. Thornton, U. S. Army Veterinary Corps; R. F. Duren, President, Local 168—A F of L.
A FORMULA FOR RAILROAD PROSPERITY

In a recent article in Railway Age, President Wayne A. Johnston of The Illinois Central R. R., points out what Railroad management and employees must do to assure future prosperity for the industry.

“Public preference, which requires alert management and employee cooperation, plus vigorous publicity effort to win recognition of carriers’ merits,” are seen as part of the post-war formula. It is hoped that every GM&O employee will study Mr. Johnston’s article carefully.

These last four turbulent years have been a hard road for the railroads and uphill all the way, but we have covered every step of it without any faltering or delay. We want to make out as clearly as we can the road ahead, to see where we are going, to find out what will be expected of us in the days to come.

Railroads Not Inevitable

Strong is the pioneering fervor which first brought railroading into the top place among all American carriers. I mean railroads with inquiring minds, strong in the willingness to take a chance, to progress, to go ahead not merely with but ahead of the general progress of the nation. I might have said “virile” railroads.

These railroads must be maintained by alert and respected workmen—people who are proud of being railroaders, who know that theirs is a public service fundamental to national well-being, essential, rewarding, truly a life worth living. These alert workmen must be so interested in the progress of the industry that they will speak up for it at every opportunity and share with management and public alike the thoughts and ideas and observations they develop with respect to better railroading. They must be a team—a thorough, co-operative, hard-hitting team.

A team of alert and respected workmen must be vitalized, inspired and directed by progressive management. This must be management which has come up from the ranks, which has experienced the struggles, the toughening. We need hard knocks which only railroading out among the box-cars can provide. This must be management with vision, courage and enterprise—willing to gamble, if need be, with everything except the safety of its men, its customers and its customers’ goods.

It must be management with the willingness to assume and bear responsibility, yet with the willingness to delegate responsibility to capable subordinates and to arm those subordinates with an equivalent amount of authority to carry out their tasks. It must be management with the gift for building a team and for giving it strength, spirit and genuine leadership. It must be management which has the nerve to say not merely “Go” but “Follow.”

These railroads must be modernized to fit the needs of post-war America; they must be allowed to operate under sound policies of government, and they must command the confidence of the American people.

NO TIME LOST AND A FRIEND GAINED

NATIONAL CARBON COMPANY, Inc.
41 Marietta St., N. W.
ATLANTA 3, GEORGIA

November 23, 1945.

Mr. H. E. Warren, Vice-Pres.

Recently it was necessary for me to be in Jackson, Tennessee for a short visit on business, and there I had an experience which I think will interest you.

I arrived in Jackson the morning of Oct. 3 after a very pleasant night on the “Rebel” and checked my bags at the GM&O station. Completing my business shortly after noon, I took a cab to the Gulf Transport Bus Terminal to check on service to Birmingham, which, I was informed, had been suspended and learned that a bus was leaving at that moment to make direct connections to Birmingham.

Since I would have to wait many hours for any other service out, I drove out to the city and made a trip around the city before returning home. I found that every GM&O employee will study Mr. Johnston’s article carefully.

These last four turbulent years have been a hard road for the railroads and uphill all the way, but we have covered every step of it without any faltering or delay. We want to make out as clearly as we can the road ahead, to see where we are going, to find out what will be expected of us in the days to come.

Railroads Not Inevitable

There’s nothing especially holy or sacrosanct about a railroad or a railroad job. We must realize that the future of the railroads and of our jobs is a matter of creating and holding public preference in a highly competitive post-war field. Railway customers are human, too, and they either like us and want us or they don’t.

It is my belief that the future of the railroads depends a great deal more upon the creation and maintenance of a public preference than upon almost any other factor we might name. In creating such a preference, we must have objectives that can be understood and appreciated by all—not only by our own people and by the suppliers who produce the materials we work with but also by the public we are aiming to keep on serving. As a test for that, I might quote a summary of practical ideals which I have been preaching up and down the Mississippi Valley in recent months, as follows:

Deeds to Match Promises

“We must have railroads in and for America—sovent railroads, strong railroads, manned by alert and respected workmen, operated under progressive management, modernized to fit the needs of post-war America, operating under sound policies of government, and commanded by the people who believe in them and who are ready to work to make them succeed.”

Second: Strong Railroads

In my text, I place second the need for well-routed railroads, because under free enterpr...
railroads hauled 295,758,000 tons of supplies up and down and across the country, while motor carriers transported only approximately 200,000,000 tons and inland waterways only slightly more than 4,000,000 tons in the closing three full years.

With that as a background, they will continue and expand every program of deeds directed toward creating a public preference for railroading, first of all, and for each particular railroad only secondarily. They will be deeds directed toward winning friends and influencing people by concrete performance of every sort that will be favorably recalled. Beyond that point railroading plans will be directed toward creating in the public mind and in the thinking of our railway people themselves a distinct pattern of thought that will result in friendship with each other and with the public and in creative accomplishment of a sort that will impress and will be readily remembered.

As a general policy, I am sure the way ahead of us provides a tremendous challenge of this sort in the field of human relations. It calls for a permanent, sound, healthy, creative partnership of men and management, a partnership that will endure under many trials.

Education for Employees

As specific measures along these lines, railroads will not only need to set up training schools for beginners but also enlarge training programs within the railway organizations themselves, especially for those in supervisorial positions. They will need to experiment with such developers of ideas as employee suggestion systems. They will need to work their way to new highs in both employee and customer safety, reaching a standard in these respects far beyond anything enjoyed for many years. They will have to promote further safety at highway-rail intersections, to offset the rising tide of highway accidents resulting from the increased postwar operation of automobiles.

On the side of practical mechanics, they will need to continue motive power reconversion and expansion programs—one of the major reasons for railway ability to serve so well throughout the war. They will need to experiment with both new power and new trains. There will be corresponding developments in all adjuncts of service, diners for the passengers, faster terminals for the freight and so on. There will be lighter, stronger and faster equipment of all kinds. There will be further experiments with radio communication to and from trains en route, engines and cabooses as well as passenger cars. Radar will get a try-out. Railway representatives will travel in foreign lands making personal on-the-spot investigations of foreign traffic and trade possibilities for the benefit of all business men in every state and trade territory. Development programs will be expanded in agriculture and industry alike.

More Advertising Needed

There will be need to give a great expansion of the institutional and public relations advertising in which the railroads have engaged with such notable success, as well as a resumption of their customary passenger and freight advertising, the latter a casualty of the war. There will have to be public speaking by railway men—more now than ever before. We shall have to draw heavily upon the postwar events to carry our messages, and we shall have to get into television when it gets into general use.

Supplementing such an advance in public and private friendship and acceptance, the railroads will do well, I think, to engage in further development of the mental capacities and goodwill of their own employees not only by instructing them thoroughly in the policies and operations of the companies but also by inviting their suggestions for the betterment of all operations and paying them well for every suggestion which is likely to prove helpful. Here is a vast reservoir of co-operative effort which the railroads will do well to take the leadership in tapping.

Too Much Transportation

The road ahead is one which calls for open-minded, constructive thinking by us all. I am completely sure when I give you as my best opinion the thought that our successful future in railroading depends almost altogether upon the path which our thinking follows within the next few years, perhaps within the next few months. We cannot always buy our way out or buy our way through or push ahead by main force and mass production of ton-miles and passenger-miles. We must guide ourselves carefully in the future through a series of pitfalls and alert and determined competitive practices, all of them designed to take away from the railroads that one thing which has primarily been the salvation of railroading in previous crisis in generations past—and that is the ability to have plenty of traffic at railway disposal and to haul that traffic cheaply, efficiently, with the minimum of manpower involved.

Something tells me that the nation's ability to produce methods of transportation is likely to continue for a good many years well beyond the capacity of the nation at the same time to produce traffic that will keep all of them in profitable operation.

Railroads must become carriers desired and wanted and appreciated by a public which has a choice among a great many types of carriers and which has the money to patronize all or any of them as it may choose.

Creating a Public Interest

Moreover, the money angle—the advantage of economy—will not always remain a prime attraction of the railroad. Everywhere I turn nowadays I see signs that even the airplanes, seemingly so expensive as they would be if all their costs were taken into consideration, are getting down to rates and fares that can seriously compete with and in some cases under-cut railway transportation.

Consequently, we must look upon the road ahead for the railroads as a pathway that will be successfully followed only by those who create and deserve a public preference for railroading. That preference will come about, and will be deserved, only if the railroads enlist all their capabilities in the campaign. We shall have to do constructive thinking and planning and spending that will insure a constant improvement in the public service which the railroads render.

Too Many Preconceptions

That program will call for major qualities of mind and heart and determination on the part of every man and woman connected in any way with railroading. We must avoid above all else the tendency to rely upon fixed patterns of thought. We must not allow our thinking or our emotions to get into a rut and stay there. In saying this, I am reminded of the great many of our public characters, both in office and out, who can always be depended upon to react to any expressed proposition strictly upon the basis of their previously announced likes and dislikes. Such persons leave themselves wide open. They can be guided into the wrong channels almost invariably by any opponent who will take good care to select the right and honest and proper position for himself before bringing up any question that might possibly arouse a dispute.

Unfortunately, on the railroads in the past we have had far too much automatic thinking. Too many of our people have been inclined to respond to any suggestion strictly upon the basis of preconceived opinions. If a thing has always been done one way, some of us have felt, I am afraid, that that's the way it ought always to continue to be done. New public policies regarding rates and regulation, for example, have invariably brought about a concerted response from within the railroad industry itself to the general effect that, because this thing or that has never been done that particular way before, it must not now be done—or tried experimentally—upon the suggested basis.

Railroading in the future cannot be successful if based upon such hardened habits of thinking. We must have open minds alert minds, inquiring minds, humble minds, minds that are ready to accept mistakes, to accept new ideas, to experiment, to go forward, never backward, even if going forward involves risk and uncertainty and inability to see clearly the path that lies immediately ahead.
SUPERVISOR SMITH ADMIMRES TRACK
WHILE INSPECTING FROM REBEL

Supervisor J. I. Smith rides his motorcar one-way and the Rebel or a freight engine returning each day as he tests his track for riding quality and up-keep. At left is Mr. Smith's son in a photograph taken "20 fathoms below, Saturday, April 7, 1946. 40 miles off Japan."

FORTY-FIVE MILES OF NEW TRACK LAID

Approximately 45 miles of new and heavier track have been laid this year on GM&O and a much heavier program is planned for 1946 if labor and materials are available. Close attention is being given to ballasting and the various Supervisors are getting it in just as fast as conditions permit. Another large program this year is the restoration of banks. Several crews with heavy machinery have been busy putting banks back in good condition.

SAFISFACTION!

Since I've used the word before and shall again, we'd better identify a satisfaction. For most of us the finest satisfaction comes from being wanted, from being needed.

I was a horrified spectator at one incident not long ago when a stalwart young Army private stepped directly in front of a truck. He was mortally hurt. A clergyman or priest stepped from a cluster of cars, ran over and held the dying boy's hands. There was a flicker of recognition, then a quiet smile, and the boy died.

Days later I saw the clergyman again.

"That was a great thing you did for that boy, I said. His answer will remain with me always.

"A man needs to be needed."

H. Howard Chase,
General Foods Corporation.

EDITOR DUKE THORNTON

Editor Duke Thornton who owns and publishes the Neshoba Democrat at Philadelphia is a dynamo of energy and spark-plug of civic activity. He came to Philadelphia from the Jackson, Mississippi Clarion Ledger and is doing a great job of selling the advantages of Neshoba County.

U. A. TULL WORKING IN BIRMINGHAM TRAFFIC DEPT.

U. A. Tull is another one of our service men who is back on the job. U. A., who was a naval aviator, is now working in the Traffic Department at Birmingham, Alabama. When called to the service, he was a member of our Passenger Department at Jackson, Tennessee.
General Superintendent P. B. Bridges is shown checking station rehabilitation work on a recent trip to the North End. Superintendent Kosstel was along to report on the work in his territory. Baldwin is another one of the stations in its new dress. Incidentally this station had benches inscribed St. Louis and Cairo R. R., a part of GM&O opened in 1875 and reconstructed in 1886.

Gulf, Mobile and Ohio is spending approximately one half million dollars renovating Freight and Passenger Stations over the entire Railroad. Two of the newly re-done structures on the north-end are shown above.

New foundations were placed under structures, many of which are approaching the 100-year mark, and were badly in need of repair. For instance a freight bill dated 1882 came from the Percy walls. In many cases outdated facilities were reduced in space. Attractive and efficient, the new structures should be welcome assets to community life in the cities in which the yare located.

TWO WEDDINGS IN NEW ORLEANS OFFICE

Two attractive young ladies of the New Orleans Traffic Office were married to returning soldier fiancées recently. Miss Marjorie Lemmon of the File Department married Mr. Terry Trim and Telephone Operator Angelique LaBurre is now Mrs. Norbert LaTulipe.

HERB BELL EDITS BULLETIN OF K. C. TRAFFIC CLUB

District Freight Traffic Manager H. W. Bell is Editor of the Kansas City Traffic Club News and does a fine job of presenting information about that organization’s activities. An Editorial on World Peace features the recent issue. Rebel Route News Editor’s thoughts at the moment: “And this guy has seniority on me, too. But, maybe he doesn’t like the Gulf Coast climate.”

RECEIPTS DEPARTMENT NEWS OF MONTH

Miss Christine Holt was married to Mr. Leonard P. Schiestl, November 8. The ceremony was performed in St. Anne’s Church, Sanborn, Wis. Mr. Schiestl is a member of the U. S. Coast Guard, stationed at New Orleans, Louisiana.

The following employees have returned from Military Service and have resumed their positions in the Receipts Department: Ovied L. McMillan, Jr. J. C. Cassiday, Jr. E. N. Morris C. E. Smith

WAR OR PEACE, THE CONDUCTOR IS THE SAME EFFICIENT WORKER

Conductor Tate of The Rebel on the Louisiana Division called our attention to the following from the New Orleans Item:

Before, during and now, after the war, the conductor—still retains his Olympian calm, his cool, unruffled control of the crowded public under his care. Never, in the worst of the rush, did he hurry his step, and yet his doubled work got smoothly done—with occasional aid from the Military Police on raucous alcoholics. And now again he shines forth in his full glory—immaculate, portentous, as accurate as a new adding machine, and every bit as handsome.

PRAISES WAR EFFORTS U.S. RAILROADS

The experience of two wars has demonstrated that privately owned American railroads can transport a division across the continent in less time and in more comfort than the state-owned railroads of France can get a regiment from Brest to Metz. This achievement of the American railroads stands as a monument to the resourcefulness of private enterprise and a challenge for any socialist system to excel or even equal.

—Charlotte (N. C.) Observer

BUY MORE BONDS
George T. Browning who worked in the Mobile Tariff Department is shown above as he appeared on a program with Joe E. Brown, Bob Hope and Roy Barnes, MGM Star, during a broadcast for marine personnel at El Toro, Cal.

George, now stationed with the Special Service Theatrical Department has written and produced 22 shows for military personnel, 21 of them overseas for fighting forces. He sent his Mother a copy of a script he wrote which Bob Hope autographed "Good Luck, Browning." Other signatures on the script were those of Frances Langford, Wendell Niles, Jerry Colonna and Mr. and Mrs. Joe E. Brown.

The Mobile Press Register says of George's 21 overseas shows, all of them were staged for the entertainment of combat troops, most of them on Peleliu, where Pvt. Browning was wounded in action when struck by fragments from a mortar shell and a rifle shot. In all George spent 16 months overseas serving on Guadalcanal, Peleliu, New Hebrides and other Pacific islands.

Dreams of Hollywood

Browning was 18 years old when he enlisted in the Marine Air Corps. He re- signed his position with the Gulf, Mobile and Ohio Railroad to accept the olive green and has been in Marine garb three years.

Pvt. Browning graduated from Murphy High School in 1941 and became a Marine one year later. He expects to be released from the Marines by Christmas and after a visit to his mother will set his sights for Hollywood.

VISIT FROM MR. RAYFIELD

W. W. Rayfield who retired in 1943 was in to see us the other day. He's back from Houston and Pensacola where he spent the summer. He is well known in the General Office.

HE'S READY TO MAKE THIS HIS PERMANENT BUSINESS ADDRESS

The next time N. L. Cochran enters this door he hopes it will be in civilian clothes and at a time not too far distant. All of which is by way of saying that this well known Jackson, Mississippi Traffic Department worker is ready to get back to railroading after better than three years in Uncle Sam's Navy. N. L. comes from an old GM&O family. His Dad has been associated with the Company for many years on the Shore Line and just recently retired as Agent at Covington.

CORPORAL NOW

Robert Finch of the Passenger Department has been promoted to Corporal at Camp Bowie, Texas.

FAMOUS WAR ENGINES "HOSPITALIZED" WITH PEACE

Four stars on the name plate tell the world the rank is that of a full general and the name "Pershing" gives considerably more than a vague idea that the big locomotive was christened for General "Black Jack" Pershing, Commanding General of the American Expeditionary Forces of World War I.

It has the right to be named after the famous General, because it is the very locomotive that hauled General Pershing's special train.

It's by far the most famous piece of railroad equipment that has ever entered the Transportation Corps' Fort Benning Railroad Repair Shop, according to Major James G. Milstead, master mechanic of the Fourth Transportation Zone. When the heavy boiler and machinery repair job on the Pershing is completed, the big engine, known to the trade as a "Standard Army Steam Locomotive, World War I, 280, superheated," will await duty assignment to one of the major posts of the 57 points where railroad equipment is operated in the Fourth Transportation Zone.

While the "Pershing" holds plenty of "rank" in the shop, it's not the only job there that can lay claim to fame. There are three Diesel engines, back from overseas as veterans of World War II for overhauls. One of them— returned from the African invasion— evidently is entitled to the Purple Heart, as it is bullet-scared. One of the slugs went through the glass of the cab. Another of the Diesels was returned from Africa, the other from Iran. More of these Diesels overseas veterans, from Burma and other battle zones are scheduled for heavy overhauls here. The repair job on one overseas Diesel has been completed and the engine is now in service at Camp Siebert, Alaska.

ENTERING SERVICE DURING MONTH OF NOVEMBER

TRANSPORTATION DEPT.:  
William Parham-Williams, Yard Clerk, Jackson, Tenn.
F. M. Huffman, Brakeman, Meridian, Miss.
Kenneth T. Blackwood, Fireman, Jackson, Tenn.

MECHANICAL DEPT.:  
B. L. Pace, Machinist Apprentice, Meridian
ABOUT THE PICTURES...

Hostess Bobby Porter laughingly explains the highlights of Rebel travel to Miss Ann Davis of West Point. But it's all in fun, because just several months ago Miss Davis was one of the girls who wore the Rebel Wings. Ex-Hostess Davis says she misses her many friends on the GM&O and was enroute from Meridian to her home in West Point when the picture was snapped.

It's Rebel time at Bogalusa, La., and the Freight Station and Coalage Station, just North of the Passenger Depot are shown in the background. One of the new Diesel Switchers is headed into the shops which are across the tracks.

O. B. Cloudman, who has just been promoted to Traffic Manager of Aloe Steamship Company with headquarters in New Orleans, chats with GM&O Traffic Manager E. B. Farrell as they met aboard The Rebel northbound recently. Mr. Cloudman, known in transportation circles as "Doc", was local manager for the Line at Mobile before being promoted to his new position in New Orleans.

Mr. and Mrs. Sam Shelby, (he's Chief Clerk in DFTM office at Mobile and his wife was formerly of the Transportation Department) take time out from viewing the Navy Day parade from the General Office windows to let The News snap a picture of young Shelby.

MR. DENEFFE'S REBEL REVUE IN TWO MORE PRESENTATIONS

The Accounting Department Revue is being presented this month at the Admiral Semmes Hotel for the men attached to the Chickasaw Naval Barracks and for General Office Employees the night of December 20 at the Battle House Auditorium.

Christmas Greetings and Best Wishes for your Happiness in the New Year

THE REBEL ROUTE NEWS