Merry Christmas

When Santa Claus was on The Rebel the other morning speeding South to officiate at D. H. Holmes’ big Christmas party for the kiddies of New Orleans, The Rebel Route News staff wired Hostess Norman Addison, ‘PLEASE CONTACT SANTA AND GET HIM TO BE ESPECIALLY NICE TO ALL OF THE GULF, MOBILE AND OHIO GANG.’

Hostess Addison replied from Bogalusa as the train paused there, ‘SANTA VERY TIRED AND COLD AFTER

Mr. Tigrett’s Xmas Message

In sending my greetings, I urge us all to see that no one of our people is allowed to spend an unhappy Xmas Day if it lies within us to prevent it.

—I. B. Tigrett, President.

LONG REINDEER TRIP, BUT AM ENDEAVORING TO SELL HIM ON THE REBEL SERVICE AND MAKE HIM FEEL AT HOME. STOP WILL BROACH THE CASE OF ALL OUR PEOPLE WHEN GET TO KNOW HIM BETTER.”

Well, needless to say The News’ staff was quite worried, but early the next morning we received this picture from Miss Addison. I think that we all need worry no further about full stockings when we awaken on December 25th.

G M & O SERVICE CLUB

Due to the similarity of aims of the GM&O Service Club and the M&O T. B. Auxiliary, the two organizations have been consolidated into the GM&O Service Club.

The nominating committee nominated the following officers, which were

(Continued on Page 3)
ALCOA LINE EXPANDS; TO USE G. M. & O. PIER 2

Planning a big expansion program which will double its cargo sailings from Mobile and which in the future will include passenger service between Mobile and West Indies ports, The Alcoa Steamship Co., Inc. (Aluminum Line) has taken over our Gulf, Mobile and Ohio Pier 2 on a long lease and will use these facilities, together with an office building nearby, as Mobile headquarters for the Line.

Already work has begun on remodeling Pier 2, and when completed about Jan. 1, the long wharf space and adjacent warehouses will afford convenient facilities for the growing steamship line. Gulf, Mobile & Ohio tracks run behind the warehouse as well as on the wharf proper, facilitating loading by handling freight both direct to ships' side and through the warehouse.

Work of remodeling the new office and passenger depot has not yet started, but Mobile Manager Olin B. Cloudman said that everything would be in readiness and full working order by the time the first passenger line is ready for service. Three ships for this service are now being constructed and big plans are under way for the future.

Alcoa's expansion program calls for the construction of seven new vessels and the renovation of several others, all of which will operate under the American flag to South America and West Indies ports.

The first of the cargo vessels to be renovated at Mobile was the Alcoa Shipper, which on December 3, came off the ways of the Alabama Drydock and Shipbuilding Company and steamed to her berth. Others will follow at regular intervals, being put into first class shape at a cost of better than a half million dollars. When the entire expansion program has been completed, a $20,000,000 fleet of 21 vessels will sail under the Alcoa stars. Ports of call include several of the island bases which Uncle Sam acquired from Great Britain and which will be fortified soon.

Alcoa has big plans for serving the South American and West Indies trade and with G. M. & O. able to place its cars right at ships' side, this should open a new and attractive service for shippers and receivers of freight in the growing market to the South of the United States.

Aluminum Ore Company has the largest alumina plant in the world located in Mobile and Alcoa ships northbound will have bauxite as part of their cargo.

When the Mobile plant was first started it produced 500,000 pounds of alumina daily. Due mainly to the Defense Program, in which aluminum plays a valuable part, the output today is 1,500,000 pounds, requiring half a ship load of bauxite every other day to make this quota. It takes two pounds of bauxite to make one pound of alumina.

TRAIN SNOOZERS, ATTENTION!

The majority of the run of The Rebel between St. Louis and Mobile is at night-time and so that passengers in the luxury-coach may rest without being disturbed, a silent station announcer has been installed in the front of the coach.

No more does the conductor or flagman go through the car calling the name of the next station, but two or three miles in advance of the arrival at that particular stop, the name comes up in red and white, so all may see it. Just to make sure that passengers are not dozing when their stations come up, a member of the train crew is ever ready to awaken them with a gentle shake.
VETERAN RAILROAD OFFICIAL RETIRES AFTER 47 YEARS

Memphis Press-Scimitar, Dec. 7, 1940

“Well, Bud, I won’t be here this time next month,” Charles C. Taylor, Gulf, Mobile & Ohio division freight traffic manager, said today. “I’m retiring.”

“No kidding?” asked D. L. Jones, who is division freight agent.

“No kidding,” said Mr. Taylor.

Mr. Taylor is retiring after 47 years with the company. He will leave his office Dec. 31.

Well known as “Shadow”, GM &O Mascot at Meridian that the Associated Press wrote him up as follows when he died.

Shadow, dog mascot of the Gulf, Mobile & Ohio railroad yard who was credited with preventing possible wrecks by detecting defects in air brakes, has been killed by kindness.

Shadow won fame by barking when he heard an unusual sound from air brakes, leading to early correction of any condition that might have caused trouble. The only time his diagnosis was consistently wrong was on engine No. 401. For some reason he took a dislike to that iron horse and barked whenever he saw it.

The dog knew train schedules so well that once when he was ill in a veterinary hospital he became restless a few minutes before the expected arrival of each train.

Shadow’s many friends fed him quantities of raw hamburger steak, which he relished, whenever he appeared at the railroad yard cafe. When he was in the hospital they took him hamburgers in lieu of flowers.

The veterinarian said his death was caused by a blood condition brought on by eating too much raw meat.

SUGAR BOWL EXCURSION

JACKSON, TENN. - NEW ORLEANS
Via Meridian and Jackson, Miss.
DECEMBER 31 - JANUARY 1st

Coaches and Sleeping Cars
Lv. Jackson, Tenn. ........- 5:06 PM Dec. 31
At. New Orleans ........ 8:30 AM Jan. 1
Returning Lv. New Orleans 11:00 PM Jan. 1

LOW FARES

See Your Agent or Write
STANTON CURTIS, GPA, Mobile, Alabama
J. B. CARPENTER, AGPA, Jackson, Tenn.

G. M. & O. SERVICE CLUB

(Continued from Page 1)
elected unanimously: Walter Tyler, President, Ace’s Dept.; Mona Kelly, Vice-President, Traffic Dept.; Harry McElrath, Secretary, Traffic Dept.; and W. S. McKnight, Ace’s Dept., Treasurer.

The new club plans to have one program each month at the T. B. Sanatorium and parties for the crippled children in the Rotary Ward at the Mobile Infirmary and for the children in the ward at the City Hospital. Their annual Christmas party for the Sanatorium was held the twentieth of December.

Mobile, Alabama—The Service Club has installed a Coca-Cola machine in the Terminal Station for the benefit of the office employees. The proceeds from the machine are to go for the Christmas party and other entertainments at the T. B. Home in Mobile.
SANTA PICKED REBEL FOR FAST TRIP

For the third straight year Santa Claus chose the fast, streamlined Rebel to get him into New Orleans for his annual date with the Crescent City kiddies at D. H. Holmes Department Store Toyland. As always, Old St. Nick chose the day after Thanksgiving for his hurried dash down from the North Pole to personally take orders for his big manufacturing plant up in the land of ice and snow. That the day was the right one was proved by the throngs of children of all ages who lined the tracks all along the route Southward.

Leaving Jackson, Miss., with a supporting cast of Holmes executives and radio and newspapermen, he made his first appearance at Monticello, Miss., and stopped in turn at Columbia, Bogalusa, and Slidell before the big arrival in Terminal Station in New Orleans.

To see the little children as they press forward for a view of Santa Claus, their faces lighted with wonder and expectancy, was to get the real spirit of Christmas and even the stoutest heart was touched at the childish trust which appears in the upturned eyes. Many of the children appeared with letters, and some even brought presents of apples and oranges for Santa. Proud mothers pushed admired sons and daughters forward that they might

(Continued Bottom Next Column)

Santa had a group of able assistants as he made his way from Jackson, Miss., where he left his reindeer, into New Orleans on the streamlined Rebel. From left to right in the party were: Mrs. Nelson Swayne; Frank Lalis, Building Supt., D. H. Holmes; Santa Claus; Davis E. McCutcheon, Holmes Sales-Promotion Manager; Thomas Ewing Dabney, Feature Writer Times Picayune-States; Mrs. McCutcheon; Nelson Swayne, Advertising Director, New Orleans States; Mrs. David Baxt, Advertising Dept. of D. H. Holmes; Henry Goldman, Printing Company Executive; Harris Pearson and Ted Fontelle, Radio Station WSMB; Miss Anne Warwick Haynes, Personnel Director for D. H. Holmes. District Passenger Agent A. R. Walley was present, but was not in the picture.

Santa Claus had a special word for this little girl who came down to meet him as the train stopped at Slidell. She was one of the many who brought letters for Santa to take to Holmes Toyland with him.

So great was the crowd at Bogalusa that a baggage truck had to be brought up to get Santa Claus above the heads of the eager children.
BIG GET-TOGETHER PARTY FOR G. M. & O. EMPLOYEES IN MOBILE

A big get-together party was held by Mobile employees of our Railroad in the Gulf Terminal Building on Friday night, December 13th. Almost 1,000 G. M. & O. workers were on hand to enjoy the evening, which included a floor show composed of railroad talent and dancing throughout the evening. The party was considered such a success by all who attended that it is expected to turn into an annual affair.

For the party the depot, which also houses General Offices, was gaily decorated in Christmas colors and greens, and so great was the transformation in the hands of Chairman Frank Felmer of the Legal Department that decorations were left standing throughout the Yule period. Sandwiches and punch were served and to Luell Turner, Industrial Department, goes the credit for this part of the program. Harry McBroom (Traffic Department) had charge of the publicity.

The party started at 8:30 o’clock when Master of Ceremonies Donald Wright, General Attorney) called on Mayor Cecil Bates of the City of Mobile for the welcoming address. Following Mr. Bates, Director H. A. Pharr of the First National Bank of Mobile, was introduced. It was regretted that Director J. F. McRae of the Merchants National Bank of Mobile, was cut of the City and could not be present.

Other speakers were: Vice-President and General Manager Brock and Vice-President and Comptroller DeNeefe. Following this part of the program the floor show, arranged by Hostess Carter, was started and the following were presented:

- Number by Cliff Pennington (Storehouse) Band
- Songs by Walter Gruber (Traffic)
- Imitations by Jack McGlynn (son of T. F. McGlynn, Claim Dept.)
- One man band by C. A. Pond (Acct. Dept.)
- Novelty skit by Ray McClary and E. R. Seiple (Acct. Dept.)
- Recitation by Mrs. Earl Joseph (wife of Earl Joseph, Storehouse)
- Songs by Miss Hazel Carter (Rebel Hostess)

Following the floor show, dancing was enjoyed until one A. M.

shake Old St. Nick’s hand and whisper a list of gifts to him in privacy.

Giddens Takes Real Interest
Conductor “Dad” Giddens had charge of the train and he took particular pains to see that there wasn’t a single child along the route who didn’t get a glimpse of the bearded gentleman. When children would appear beside the right of way at stops not scheduled, “Dad” would have Santa in the big door in the rear of the observation car, bowing and seraping a cheery greeting. Up ahead Engineer Bibby did his part, too, watching to make sure that no one got hurt. “If this party gets any bigger we are going to have to police the tracks. I have to come into the stations at a walk to keep from brushing them off the tracks, and there was almost a solid line from the Lake Bridge to the station. But you needn’t worry, I’ll see that Santa Claus gets to these kiddies.”

In fact so dense were the crowds that the train was more than an hour late and WSMB Foutelieu had to telephone ahead and have his radio station tell the big crowd waiting in New Orleans that there had been a delay because of the heavy reception up ahead.

Several New Orleans mothers brought their children out to Slidell in automobiles so that they could ride back on the Rebel with Santa, and Hostess Norman Addison had a busy job taking these kiddies back and forth as they would think of something new to ask Santa each mile the train clicked off.

5,000 At Terminal Station
Arriving at Terminal Station, Santa was greeted by a crowd of more than 5,000 persons. So great was the crowd that a special police escort was necessary to get him to his waiting automobile for the short ride to the D. H. Holmes, located on Canal Street, just

(Continued on Page 8)
Mobile and the Gulf, Mobile and Ohio are welcoming the new Hollingsworth and Whitney paper mill which has just been completed at a cost of $6,000,000. Begun in 1939, the mill has a capacity of 200 tons per day of unbleached kraft pulp, of which 100 tons can be bleached to make white papers. It has a paper making capacity of 150 tons per day.

In the foreground can be seen the two reservoirs which have a total capacity of 2,523,000 gallons. The bridge in the background is the bridge across Mobile River and on the Old Spanish Trail.

WE WELCOME HOLLINGSWORTH - WHITNEY PAPER MILL TO TERRITORY

Just recently completed at a cost of $6,000,000, the Hollingsworth and Whitney paper mill is the latest addition to the city's growing and imposing skyline. The result of painstaking study and typifying the latest developments in paper mill layout construction, the new plant will mean much to this fast growing Gulf port, which is served by The Rebel Route.

Many factors were combined in interesting Hollingsworth and Whitney to decide definitely to locate in Mobile, one of them being splendid rail and shipping facilities. The Chickasaw mill is located on the Alabama State Docks Terminal Railroad and through this rail connection has switch facilities to Mobile's railroads.

The mill is also conveniently located as to water and highway facilities, as the mill reaches out over a wide surrounding territory to get its raw material by these agencies as well as the Railroads.

Why Mobile Chosen

In going further into why Mobile was chosen as the site for the plant, Mill officials said that there was a large supply of pulp wood available and that the climate made it possible to keep as low as a week's supply of raw material on hand at any one time as in contrast with the necessity of storing as much as $1,000,000 worth of wood to take care of northern mills during the freeze period when logging could not be carried on.

They also explained that the number of deep water harbors, especially those which have rich tributary pulp wood lands, was limited and that as the South was the coming paper production area, they felt it necessary to protect their future position.

"It was also necessary," it was said, "to have an adequate supply of high quality water and that although such a supply of water is very scarce, tests indicated that the Mobile area could supply adequate water to take care of requirements." They stated that they had the advantage in Mobile of cheap fuel and power, and an adequate supply of labor.

Construction of the plant was begun in 1939 and during construction the plant had a payroll of 1,000 men a day. The operating payroll runs approximately 500 men with an annual payroll of $750,000. It is estimated that for every man working in the mill,
Mr. Tigrett spoke on "What Is Progress" and pointed out that although the "American people are today served by almost every conceivable necessity, convenience and luxury—the telephone, radio, automobile, improved surgery and medical skill, more attractive homes than were dreamed about in other years, and agencies that make farm life happier and agricultural commodities easier to produce"... yet millions of people are unemployed and frequently hungry, poorly clothed and unhappy. "Is this progress?", he asked?

About the railroads he said:

"If we look to the progress of industry, we might, for instance, take the railroads. We not only read about it, but some few of us actually experience the improvement which is continuously manifesting itself in the operating efficiency of railroad transportation.

"Most of us know that about a hundred years ago throughout the states which formed this nation at that time, there was a surging demand for railroad mileage and more and more railroad mileage. Great celebrations extended the extension of a line into this or that terminal, and prosperity came both to the community and to the railroad.

Is Bankruptcy Progress?

"Today I think it might be said that notwithstanding the improved mechanical and operating developments of the American railroads we are gradually destroying these properties without the formality of a funeral service and without much thought as to the consequences to ourselves. There are few railroads left in this country—and I am certainly not claiming that ours is one of them—that would be earning a dol-

lar, if a proper charge were set up for the payment of debts and for charging off the obsolete property owned. As a matter of fact, one of the most progressive railroads in the South today, insofar as new and modern equipment is concerned, is one which went into bankruptcy years ago and has given little evidence of being able to get out. But is bankruptcy progress?

Unfair Competition

"In speaking of the progress and the value of our railroads let us take into consideration the traffic which they are losing that will not likely be recurring or let us also consider the reason for these losses. The large oil companies, for example, are using more and more waterway facilities which are furnished and maintained by the United States Government and the highways which are also provided by the taxpayers. These companies use their own boats on these Government maintained waterways for the purpose of transporting large quantities of oil to bulk stations as you have at Vicksburg and then use their own tank trucks on tax-maintained highways in delivering the oil to the various consuming destinations. Other shippers are taking advantage of the same subsidies. The Railroads can do nothing about it because they are restricted and regulated and taxed and misunderstood. Unfortunately the general result of these subsidies which come from the Federal Government is that the savings do not go to the consumer or help the public in any way.

In closing, our President said:

"What, then is progress, and where?
I cannot give you a concrete answer,
(Continued on Page 7)
Detroit, Mich.—D.F.T.M. Bruce Sutton was General Chairman of the recent annual dinner of the Detroit Traffic Club. He and his Associates W. J. Caffrey and B. W. Friedler were very busy, what with this and their work, too. Nevertheless, they had time to show the Editor about, which he appreciated very much, when on a recent trip to the automobile city, and even went as far as to order a light snow flurry for their fellow employee from the South.

Laurel, Miss.— Supervisor Wolfe could always have an ice box full of wild game if he carried a shotgun on his motor car. He flushes covey after covey of quail, and only last week, jumped two deer near Crotts, Miss.

About New Orleans Rebel—Engineer Heintz asks the News to thank Agent Noble at Rio, for flagging the highway crossing there each morning for him. Mr. Heintz says rain or shine, the Agent is there to see that the way is clear for the Rebel.

News Office—Apologies to Agent White at Corinth. We called him Smith in the last issue.

Jackson, Tenn.—City Ticket Agent Gabe Allen, Jr., showed us a big penny the other day which a negro passenger gave him while he was working at Columbus, Miss., in 1932. The penny bore the date 1852 and Gabe keeps it as a luck charm. The penny was one of sixteen handed out by the passenger for transportation to McIntyre. Asked where he got the old pennies, the negro said, “Benn haven’ ’em.”

Mobile, Ala.—Congratulations to Mr. and Mrs. P. C. Lovelace on their golden wedding anniversary. Mr. and Mrs. Lovelace had been married fifty years on November 12th. Mr. Lovelace is employed in the office of the Auditor of Receipts, and has worked for the GM&O for thirty-one years.

Tupelo, Miss.—The old gum tree pond here, which is known to every GM&O railroader, featured in a recent “Believe it or Not.” Ripley said, “OLD GUM POND, A FOREST MADE INTO A LAKE . . . Every stump of the historic gum still stands . . . although covered with water for 200 years.”

Resident Freight Traffic Manager R. F. Hobby of Washington, sent us in the clipping which he had read in one of the Washington papers.

G. M. & O. BUYS FOUR DIESEL SWITCHERS

Four new diesel freight switchers have been ordered by the G. M. & O. for operation, one each, in Tolson, Jackson, Tennessee, Meridian and Mobile. Two of these switchers are already in service at Tolson and Jackson, and the other two are expected momentarily. In each of these cities our switchers will be the first of the type to be operated. The G. M. & O. thus takes another step to provide the most flexible and modern service possible for its shippers.

MR. TIGRETT’S JACKSON SPEECH

(Continued from Page 6)

I am sure, but there is one thing I do assert. The responsibility for the greatness of a state or of a City rests entirely upon the individual worth and courage of the manhood within its borders.

“Happy the town blessed with a few great minds and a few great hearts. One such citizen will civilize an entire community.

Somewhere in the Book of Revelation there is this scriptural line. ‘I see an Angel standing in the Sun.’ Perhaps the sunlight for the moment is beclouded by the darkness of warfare and strife and sorrow, but the Angel is still standing there, and as we bend our lives more thoroughly and more sincerely to the task of healing crippled souls, brightening crippled minds, curing crippled bodies, and cheering the helpless aged—the obscurity which hides the sun will vanish, and the teachings of the Man on the Cross will lead us to a realization of that which is progress.

Once again I repeat the message which King George of England sent out at Christmas time last year to all his peoples:

“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.’”

WE WELCOME HOLLINGSWORTH-WHITNEY PAPER MILL

(Continued from Page 5)

there is a man working in the woods, $600,000 per year is the item to be expended for wood, and railroads will receive about $750,000 a year.

Established in 1862, the plant has in mind manufacturing various paper products new to the Southern industry and is of the mind that high-grade papers such as envelopes, possibly Bond paper, are within the reach of the Southern industry.

The officers of Hollingsworth and Whitney Company are: M. L. Madden, President; W. B. Merlin, Vice-President; H. C. Thayer, Treasurer; and Robert Nivison, Manager of Mills.

The operating executives of the Mobile Mills are: D. E. Cousins, Mill Manager; William Nivison, Ass’t Manager; V. C. Watters, Supt. Paper Mill; R. F. Cuyler, Supt. Pulp Mill; C. A. Redden Chief Engineer; R. F. Erickson, Plant Engineer.

F. B. Smith, Power Engineer; G. R. Dubus, Master Mechanic; Lawrence Bushell, Chief Electrician; E. M. Leavitt, Chief Chemist; R. F. Weston, Chief Forester; C. V. Riefenberg, Office Manager; H. G. Torbert, Executive Secretary; R. E. DeNeele, Jr., Traffic Manager.
REPORTER RIDES THE NEW REBEL; EVEN BLOWS HORN AT CROSSINGS

By Turner Mingle
Tri-City Reporter, Dyer, Tenn.

But if riding the new streamlined train was thrilling, riding the 165-ton Diesel-powered locomotive was even more so. Returning, I was permitted to ride the cab out about 75 miles.

The cab is right up in the nose of the locomotive. The engineer sits in an upholstered seat on the right side, looking out over a giant hood as though it was the motor hood of an automobile, with an instrument panel, defroster and windshield wiper just like those on a car. But for the absence of a steering wheel, his cab very much resembles an auto.

I sat in an upholstered seat on the left. The windshield is curved like those on an automobile. The side I sat on had a giant windshield wiper, defroster, and instrument panel just like the one on the engineer's side. The cab is large enough for people to move around in. Occasionally I would get up and go over for the engineer, Fred Jeffries, to point out some detail of his duties to me. Every now and then he would let me blow the big horn for a crossing. "One long, two shorts, and a long," he said. The big headlight illuminated the road like daylight.

Mr. Jeffries has been an engineer since 1898. He had much rather drive the new 2000 horsepower Diesel engine than the old steam engines. He keeps his eyes on the road and the big speedometer. He tries to keep his speed on schedule. Sometimes he has to slow down to 40 miles an hour for curves or bad roadbed, but usually he clips along about 60 or 65 miles an hour. His motor will do 110. Sixty miles an hour in the new engine doesn't seem so fast. It takes the speedometer to let you know you are traveling a mile a minute.

On the big instrument panel I noticed a circle of glass which read, "wheel slip." Occasionally a yellow light would show behind the glass. Mr. Jeffries explained that when the light shone it meant their wheels were losing tracion. When this happens he shuts the power off and picks it up again. He pointed out that wheel slips sometimes occur on steep grades or from frosty track.

The engineer's left hand rests on the throttle all the time. The throttle has eight positions of which the principal ones are low, second and high. Should the throttle be set on high when the speed slows on a grade, the engine automatically drops back to second and on down to low if needed.

The engineer's foot rests on a switch, railroad men call a "deadman." Should he ever take his foot off the "deadman", the train would stop instantly. The "deadman" acts as a safety valve in the event of any mishap to the engineer.

Roy Touchstone, G. M. & O. General Supervisor of Motors, was on the cab I rode, as was Brad Wickman, representative of the American Locomotive Co., the people who built the Diesel locomotive.

Mr. Touchstone carried me through the motor compartment and explained the operation of the two 1000 horse power motors. Either motor makes enough power to pull the train, he explained. In case one motor "went out" the train could finish the run while workmen repaired the damage.
GULF MOBILE & OHIO R.R. CO.
MOBILE — ALABAMA

TO ALL OFFICERS AND EMPLOYEES:

TO EACH OF YOU I WISH THE SINCEREST
OF THE SEASON'S GREETINGS, A VERY
MERRY CHRISTMAS, AND HOPE THAT THE
NEW YEAR WILL BE THE BEST EVER FOR
ALL OF YOU.

G. P. BROCK
VICE-PRESIDENT & GENERAL MANAGER.

DECEMBER 21, 1940.