V. E. Deimel Named Auditor of Joint Facilities

Vice-President and Comptroller De-Neeff has announced the appointment of V. E. Deimel as Auditor of Joint Facilities, a promotion from his former position of Joint Facility Accountant. This appointment is of interest to G., M. & O. employees over the entire system, due to the fact that Mr. Deimel has been employed by the G., M. & O. since 1917 and has been located in both New Orleans and Mobile.

Mr. Deimel began his career in July, 1906, when he went to work for the New Orleans and Northeastern Railroad at New Orleans as Yard Clerk and Checker. Later he accepted a position with the Texas-Pacific, Missouri Pacific Railroad Company at Gouldsboro, Louisiana. He was later transferred back to New Orleans where he worked for the same railroad until he came to the New Orleans, Great Northern branch of the Gulf, Mobile and Ohio in August, 1917. He has been with the G., M. & O. since then, holding the positions of Chief Disbursement Clerk, Valuation Accountant, Statistician and General Bookkeeper, Joint Facility Accountant and his present position of Auditor of Joint Facilities.

Improvements Made at Newton Depot

Improvements have been made at the Newton depot, which have greatly enhanced its appearance. The building was remodeled inside and out and the work is now completed.

The public is invited to visit the station and see the improvements, Agent W. W. Watts announces.
Mr. John V. Tillman,
General Chairman,
Order of Railway Conductors,
Jackson, Tennessee.

Dear Mr. Tillman:

In answer to your inquiry of January thirtieth, I may say that I have read the advertisement in *The Saturday Evening Post* sponsored by the American Trucking Associations under the title, "Here’s ONE Map You Never Saw in School." Just by way of parenthesis, it might be said that if this country were dependent for its public schools upon taxes paid by commercial highway trucks, there would be no schools in which to see any map.

As a matter of fact, users of highways do contribute a large sum of money through the payment of gasoline taxes. These taxes thus collected are used for one purpose (except in a few isolated cases). That purpose is highways.

If the same principle of taxation were applied to our railroad property for last year—that is, if the bulk of the taxes paid by the railroad could have been used for the purpose of maintaining its property, or paying for the Railroad already built or to be constructed—then we could have hauled FREE OF CHARGE all of the Less Than Carload Freight (such as trucks generally handle) which we transported during the year 1940.

If this same principle of taxation were applied to the railroads, it might be contemplated that the same provision could be extended to other industries. Who then is going to be left to bear the burden of providing schools, and maintaining the Courts, and upholding the law, and paying our officers, and keeping up our welfare work?

As you say in your communication, our Railroad operates commercial trucks and buses. We have been doing so for several years, and we are constantly increasing the number of units in service. Notwithstanding this, I say to you frankly that in the matter of taxation and regulation there is the rankest discrimination in favor of commercial highway transportation as compared to the railroads.

There is in my opinion a distinct field for highway transportation, and to that field it should be limited, and in that field it should be regulated.

In Madison County, Tennessee, where you and I live, our Railroad has about one thousand employees. This means that from three thousand to five thousand people, including you and me, are dependent upon the Gulf, Mobile and Ohio Railroad for a living.

Our Railroad is one of the four largest taxpayers in the County (Benis Brothers Bag Company first and the three railroads).

In nearly all other counties also the railroads are among the largest taxpayers.

Practically every citizen in every county is interested in seeing that the railroads are not throttled and made worthless.

(Continued on Page 8)
In the top picture is seen Cairo, a peninsula between two rivers. The bridges are marked 1, 2, and 3. Bridge No. 1 is the railroad bridge which our trains cross.

At left is a group of the agency force at Cairo. Reading left to right, they are: C. S. Flournoy, Rate Clerk; W. S. Mertz, Station Accountant; Tony Donohue, Operator; Agent Kilmartin; Mrs. Breneman, Stenographer; J. C. Bouchet, Chief Clerk; and F. L. Youch, Ticket Agent.

At the right Claims Attorney L. R. Stewart of Murphysboro is seated with M. W. Kilmartin, General Agent.

Below are the G., M. & O. yards at 10th St., with the Samuel Hastings Grain Elevator located on our tracks.

CAIRO RICH IN HISTORY

Cairo, Illinois, located at the confluence of the Ohio and Mississippi Rivers, is prominent among the historic cities served by the G., M. & O. Dating back to the first failure at settlement in 1702, when thirty Frenchmen were massacred by the neighboring Indians, the annals of Cairo are filled with color.

The city is located in Illinois, but from it, three states may be viewed... Missouri, Illinois, and Kentucky. Three bridges are built from the city across the two rivers, one of which the Gulf, Mobile, and Ohio trains cross. Residents of Cairo say that, although the Mississippi is the “father of waters”, it frequently freezes over, while the muddy Ohio flows steadily on, untouched by the severe weather. This is supposedly due to the fact that the water of the icy springs from which the Mississippi originates is colder than that of the Ohio.

There were two unsuccessful attempts to settle Cairo before the city actually became a reality in 1846. One failure is blamed on Charles Dickens, who passed through Cairo enroute to St. Louis in 1842 and subsequently wrote of it as “a breeding place of fever, ague and death; vaunted in England as a mine of Golden Hope, and speculated in, on the faith of monstrous representation, to many people’s ruin”, and described the Mississippi at Cairo as “a slimy monster, hideous to behold... an enormous ditch, running liquid mud...”

Finally in 1846, the city was founded and christened Cairo, due to its similarity in physical conditions to the Egyptian city of that name at the delta of the Nile.

During the Civil War, Cairo became a strategic point for campaigns in the South. General Grant’s headquarters were in Cairo for several months, and from there he worked down the present territory of the Gulf, Mobile, and Ohio, fighting major battles at Columbus.

BACK HOME IN THE CAR RECORD OFFICE

Two sisters finished school and looked for work. As it happened, both of them found it in railroad offices—one in the M. & O. and the other in the M. J. & K. C. That was in the early 1900’s, and today Miss Sadie Phelps and Miss Mamie Phelps sit side by side, still working for the railroad, but the same railroad now, in the office of the Superintendent of Transportation. Below, Miss Mamie Phelps writes a short summary of her work with the G., M. & O.

“In January 27, 1907, I started to work in the Car Record Office of the Mobile, Jackson and Kansas City Railroad. I was Local Record Clerk. Mr. Gerald Dolphy of Grand Cayman Island, now in St. Louis Police Department, was Foreign and Private Line Clerk; Miss Emily Clark, stenographer, and Mr. D. W. Davis, Car Accountant. That was the whole office.

“In October, 1907 this office was moved to Laurel, Mississippi, so I resigned.

“In June, 1908, I went to work in the Auditor’s office of Mobile and Ohio, where I stayed until May, 1920, when I was transferred to Car Record Office that moved to St. Louis.

“In October, 1940 I came back where I started after almost 34 years of continuous office work and hope to spend the rest of my life here in the Car Record Office of the G., M. & O.”

Kentucky and Shiloh, just out of Corinth.

In the meantime, there had been growing out of Mobile a railroad, chartered in 1848 as the Mobile and Ohio Railroad. In 1872 a road was incorporated in the State of Kentucky known as the Kentucky and Tennessee R. R., which was to be built from a point on the Mississippi River opposite Cairo to join the Mobile and Ohio. Thus the Gulf, Mobile and Ohio System made its entry into the history of Cairo, which has become an increasingly interesting one.

Cairo today has a population of around 25,000 people. It is the home of diversified industries of national importance and an asset to our railroad.
As the northern cities of the Gulf, Mobile and Ohio settle into the grip of winter, their southern sisters preen themselves for a round of festivity that marks the beginning of spring. From celebrating Mardi Gras to swimming in the Gulf is only a short step and the time intervening is filled with caring for visitors to the Azalea Trail.

MARDI GRAS MORE THAN 100 YEARS OLD

Mardi Gras—first on the list of after-Christmas activities—is celebrated with equal enthusiasm in New Orleans and Mobile. This unique festival had its origin more than 100 years ago, before cities began to look upon conventions and visitors as a profitable industry; and its functions today are practically the same as they were then.

Mardi Gras has religious significance in that it is a time of feasting and merriment before the penitential and ascetic period of Lent. Getting its name which means literally, “fat Tuesday”, from the day of the week on which the final celebration is made, Mardi Gras is a period of equal enjoyment to the people of the city and to the visitors in it. Masked balls are held; parades are staged both at night and day, those at night being illuminated; and Tuesday, February 25th this year, marks a time
of general holiday spirit and merrymaking.

THE AZALEA TRAIL COVERS 17 MILES

Close on the heels of Mardi Gras is the Azalea Trail attraction in Mobile. This year Mobileans expect more than 125,000 visitors to see this 17 mile flower-lined, marked route which has become one of the nation's outstanding tourist attractions.

The azaleas along the Trail range in color from pure white to vivid crimson, pale orchid to deep purple, delicate pink to cerise, in size from 100-year-old trees, as much as 30 feet high and 170 feet in circumference, to small Japanese bushes used principally for flower-bed borders. When blooming, not a leaf nor a branch can be seen through the radiant panoply of flowers.

BELLINGRATH GARDENS

Climax of the Azalea Trail is Bellingrath Gardens, well known as the Charm Spots of the Deep South. Here on more than 50 acres, 50,000 azaleas and 12,000 camellias bloom among a profusion of shrubbery, ferns and moss. Sixty men are kept constantly at work in the garden.

Located on the bank of the Fowl River, the land was originally purchased for a fishing camp. Ten years later the natural beauty of the camp was further enhanced by the planting of a number of azaleas. The result was so unique that extensive planting and landscaping followed.

Within a few years the fame of the Gardens spread until people began flocking to Bellingrath Gardens to see its beauty. It has been constantly developed since then and now it is considered one of the most beautiful gardens in the world.

The azaleas are expected to burst into bloom in late February and continue at the height of flower for a season of about six weeks.

Gulf, Mobile and Ohio is operating an excursion to Mardi Gras and will have special fares to the Azalea Trail. SPECIAL FARES TO MARDI GRAS ON G., M. & O.

The Passenger Dept. has announced a special round trip coach fare of $7.50 to New Orleans or Mobile from Jackson, Tennessee for Mardi Gras, tickets good on the Rebels.

The rates are in effect leaving Jackson, Tenn. 8:30 P.M., February 24th to New Orleans or Mobile and 12:30 A.M., February 25th, on the Gulf Coast Rebel for Mobile, and are good for returning on or before February 26th.

A special train will be operated out of Jackson, Mississippi to New Orleans on February 25th, leaving there at 5:00 A.M. and having a special low rate of $2.50 round trip. The train will remain in New Orleans until 9:30 P.M., giving sightseers a full day in the city. Low fares will be made from intermediate points between Jackson and New Orleans. Tickets bought for this train will be good only on it.

This train is in addition to the regular Rebel service, which will be the same as usual. The Rebel will leave Jackson, Miss. at 6:00 A.M. and arrive New Orleans at 10:20, leaving New Orleans on its return trip at 6:00 P.M.

MARDI GRAS — 1899

Forty-two years have made few changes in the celebration of Mardi Gras, as can be seen from the invitation sent out by the Mobile and Ohio Railroad in 1899, seen above. This little booklet, recently found, contains twelve pages of pictures and descriptions of Mardi Gras in both New Orleans and Mobile, and ends with four pages of advertisements of the Mobile and Ohio.

'Extremely low excursion rates to the carnival cities' are advertised on "the great southern short line, operating the FINEST TRAINS IN THE SOUTH. SOLID WIDE VENTED PASSENGER TRAINS. STEAM HEATED, PINTSCH LIGHTED, ELEGANT PULLMAN PALACE SLEEPING CARS WITH DRAWING ROOM AND BUFFET.

People who went to Mardi Gras were promised that "Fat Tuesday becomes in the balmy south a day of rejoicing and merrymaking. A love of gorgeous and beautiful entertainments is inherent in the descendants of the old French and Spanish founders of Mobile and New Orleans, and ever since the Civil War these Mardi Gras celebrations have been growing in splendor and magnificence each year until now, it
can be truly said that nowhere on earth can one witness such pageantry, tableaux, military and civic processions, street and resident decorations, lights, costumes, music, and general festivities, as are to be found in the old Creole

Cities of Mobile, Ala. and New Orleans, La."

In further discussing the New Orleans celebration, the booklet says, "Never an unharmonious word, nothing but courtesy and Southern politeness, is to be found along the thoroughfares. Suddenly strains of sweet music break upon the ear, and the magnificent pageants appear. The heavens are one blaze of light, and one beholds ancient gods and goddesses portrayed, flowers, fruits, and sometimes virtues personified, and in some cases some of the most beautiful poems in the literature of the world illustrated."

PRESIDENTIAL TIMBER

Tampa, Fla. — J. A. Crawford, Jr., chief clerk to D. F. A. Tom Gallen in Tampa, is wearing a cloud for a necklace while he furiously passes out cigars these days. Mrs. Crawford presented him with an eight pound nine ounce son on January 30, at the Tampa Municipal Hospital. Despite the insistence of the nurse that his arrival on F. D. R.'s birthday should have some influence on his christening, the new arrival was named John A. Crawford, III. Jack promises, however, that the NEWS will be given exclusive rights to pictures of his son's inauguration as President in 1986.
THE CANDID CAMERA CLICKS

Meeting with Chief Engineer Eclavey on January 22nd in Mobile, was a group of Engineers, Roadmasters and Supervisors, discussing problems of the Maintenance of Way and Structures Department. In the picture, standing, left to right, are W. M. Carmichael, Laurel; J. F. Hudson, New Albany; J. R. Harris, Mobile; James Corban, Bogalusa; A. H. Nichols, Tuscaloosa; F. W. Kahlmus, Meridian; W. B. Harris, Jackson, Tennessee; and J. R. Todd, Jackson, Tenn. Seated, left to right, are Chief Engineer Eclavey; S. R. Sproles, Mobile; J. T. Stallings, Murphysboro; L. C. Arnold, Mobile; W. N. Johnson, Union; and Charlie Haustein, Mobile.

At Louisville, Mississippi, a group of Gulf Transport employees talk things over. They are, left to right, A. G. Riley, Gulf Transport Driver; W. C. Long, Mechanic; A. W. Ming, Supervisor; G. T.; and D. P. McLaurin, Storage Department.

Snapped just before the Christmas party in Mobile was this picture of Miss Hazel Carter, hostess, being assisted in decorating the station for Christmas by Monty Lyons, Legal Department.

At Union City the crew of No. 4 lines up for the photographer. They are Engineer E. S. Manley, Conductor M. E. Porter, and Baggage man, R. R. Giddens.

Jones McGraw (bottom) is being missed around the office at Jackson, Mississippi since his transfer to Jackson, Tennessee.

L. M. RUCKER, III

The third generation of “railroaders” is being welcomed in the person of L. M. Rucker, III, who arrived in Chicago on January 18th. He is the son of District Freight Agent Maurice Rucker and grandson of the late Supt. L. M. Rucker. The young fellow will almost have to be in the transportation business for his mother was an air line stewardess before her marriage.

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THE LETTER BOX

Write Again—

Dear Rebel Folks:
I enjoy reading the Rebel News, and would like to write more often.

The trains are a pleasure to me. We all watch for Brother W. A. Wilson to come through, with his broad fat smile, to throw off the paper. Then here comes Mr. Stanley Pugh with his friendly “hello.” And Mr. Jim Lindsey with his hat off waving so friendly and last, but not least, comes Mr. Charlie Pugh, pulling his whistle, making it say “how do you do.” Everyone along the line knows him the minute they hear him.
I wonder if people realize the value of the trains. When people are scattered far and near and receive a message of some loved one seriously ill or dead, the first thought is to board the first train going that way. Soon they are traveling with all the comfort and ease that skilled labor can provide. The mail service is something to be appreciated, too. Most everything we have in our homes has been handled by some railroad. Lots we eat and wear has been brought to our town by the trains.

Hoping the G. & O. will be successful in all her undertakings.

Mrs. Maxie Arnold,
Mathiston, Miss.

Attention Dispatcher, Murphysboro—

January 28th, 1941.
The Rebel Route News,
G. M. & O. R. R.,
Mobile, Alabama.

Gentlemen:

Tuesday, January 28th, 1941—Time 1:29 P. M. Just received copy of The Rebel Route News, Thanks.

Mrs. Herring and daughter Anna Rose, left Murphysboro this morning on the Rebel for St. Louis, Mo. In leaving the taxi at the depot, Miss Anna Rose left her purse laying in the taxi, after the taxi returned to the taxi depot, the purse was discovered. The taxi office called me at once, advising me of the purse, knowing that Anna Rose would look the train over. I called the Murphysboro Dispatcher who was on duty this morning at 5:55 A. M. and told the Dispatcher that my daughter was on the Rebel along with her mother and that the daughter’s purse was found in the taxi. I asked the Dispatcher if there was some way I could get word to my daughter. I was advised that the Conductor would be notified at Sparta, Ill., the next stop of the Rebel.

I just want you to know of this act of courtesy by the Dispatcher. Please extend my thanks to the Conductor Davis and the Dispatcher on duty in Murphysboro.

Sincerely,

Al Herring, Fire Chief.

From an “Old Timer”—

January 27, 1941
The Rebel News,
G. M. & O. Railroad,
Mobile, Ala.

Gentlemen:—

I got another copy of the “Rebel News” yesterday and although I am not a railroad man I enjoy each issue.

I was Time Inspector on the M. & O. Railroad for some time and rode a local freight from here to Jackson, Tennessee once every three months. I noticed the pictures of John Tillman, Coke Nichols, R. H. Patrick and W. B. Parham. I have ridden the local with John Tillman several times, and was on the local the day that R. H. Patrick made his first trip as brakeman from Union City to Jackson. Mr. Patrick’s father was the agent at Dyers in those days. He was a fine old gentleman and, though small, he was effective.

Yours truly,

Howell A. Bransford,
HAB/ce
Three novel ideas, shown at the right, are being inaugurated in the Passenger Department to add to the attractiveness of Rebel travel.

The first of these is having a card to attach to trip passes (top, left) welcoming the pass rider to the G. M. & O. and assuring him of appreciation for suggestions for improvement of our service.

Below at the left is the picture of a small gummed sticker in red and white to be stuck on literature distributed on the Rebels. These stickers will be placed on the newspapers, children’s books, and other courtesy literature given on the railroad.

A new card is being made for the Hostesses, which folds, and on the inside is a scenic picture of some attraction in our territory. From time to time, the pictures will be changed, to prevent monotony. On the outside of the card is a small picture of the Rebel and the name of the hostess. The card when unfolded is shown at the right.

LOYALTY
“Loyalty is that quality which prompts a person to be true to the thing he undertakes.

Be true to your art, your business, your employer, your "house." Loyalty is for the one who is loyal. It is a quality woven through the very fabric of one’s being, and never a thing apart. Loyalty makes the thing to which you are loyal yours. Disloyalty removes it from you. Whether anyone knows of your disloyalty is really of little moment, either one way or the other. The real point is, how does it affect ourselves?” —The Frm.

EDITOR RIDES MOTOR ON REBEL

The following excerpt is from a story published in the McNaury County Independent of Selmer, Tennessee after its editor, Mr. Kenneth Duke, made a trip on the Rebel.

"It was my privilege a few days ago to ride in the cab of the 165 ton Diesel-powered G. M. & O. locomotive No. 270 pulling train 16 out of Mobile, Ala. This ride convinced me that the railroads are taking a big step forward to insure safety for the traveling public who ride these trains.

"The Engineer on this trip was Mr. DeLa Bar of Meridian, Miss. The fireman, Mr. W. E. Haffestetter of Meridian and the traveling engineer was Mr. B. J. Ellis of Mobile, Ala. Mr. Ellis has ridden engine 270 most of the 60,000 miles that it has traveled between Mobile and St. Louis in the last three months.

"These Diesel-powered locomotives are indeed great contributions to the safety of the passengers riding these trains. The Engineer and Fireman, who have for years been operating the "Iron Horses" have learned the many details of operating these streamliners with ease. A great deal of credit for this goes to such men as Mr. Ellis, who is familiar with every detail and function of the two big 1000 horsepower motors on each locomotive."
St. Louis, Mo.—Friends over the entire line are sorry to hear that Trainmaster Forlines of the Northern Division is in the hospital.

Gulf Coast Rebel.—Steward Bill Wallace in his neat white cap, studies business law in his time off the Rebel or when business is a little slow at the Rebel Buffet.

Where is the agent located on the G., M. & O. who is such a confirmed "worryer"? It is reported that one month recently this agent had a very good month, yet was found worrying as usual. When asked his trouble, when business was so good, he replied he just couldn't help worrying about how he would be able to meet it next year.

Jackson, Tenn.—On highway 71, where it crosses the G., M. & O. tracks, a tourist noticed the New Orleans Rebel. He thought there was something familiar about it, so stopped to see just what train it was. It was, of course, the Rebel, which was built by the American Car and Foundry Co., where this gentleman was employed.

Time Magazine—"In Goldendale, Washington, Brakeman Ed Barnard invited a hobo riding atop his freight train to join him in his warm caboose. 'No thanks', replied the hobo. 'I've got my radio rigged up here. It won't work inside.'"

New Orleans Rebel.—The Rebel crew was happy to have on board recently the oldest newspaper editor in the Southeast and the second oldest editor in the United States. Mr. Joe Dale of Monticello. Mr. Dale, who is eighty-eight years old, was returning from the hospital in New Orleans where he had been for some time.

Meridian, Mississippi—Section Foreman E. A. Westbrook, who has been employed at Mobile, retired from service, effective December 31, 1940. Mr. Westbrook came to this railroad on December 1, 1931, and has been employed here practically all of the time since that date. Mr. Westbrook’s friends will be looking for him back to see them often.

Centerville, Ala.—Employee Consultant S. A. Robert spoke before the Young Men’s Business Club on February 7th.

Maybe you think it’s a “snap” to sit six hours a day and do nothing but answer the phone.

But we don’t.

For we have watched the Mobile G., M. & O. “Hello Girls” (who don’t really say “hello” at all, except to speak to someone passing by when they aren’t busy—which isn’t often) and we wonder how they do it.

In the first place, since the merger, there are 68 extensions and 13 outside lines. So if the operator doesn’t answer the minute you raise the hook, she’s probably very busy completing calls and will get to you shortly. It isn’t necessary to flash the hook. (Yes, we always do it.)

And then, it seems there’s more confusion when you pick up the hook after finishing one call, unless the operator has had a “disconnect” from the previous call. (We aren’t bothered by that. We don’t have that many calls.)

The last rule is (quoting operators): “Don’t hold operators on line with unnecessary conversation.”

This last rule is up for discussion. We believe it’s been broken. Or maybe the conversations were after hours. At any rate, the answer was “Yes” to Clerk G. L. Smith, in the Supt. of Terminal’s office from Miss Yvonne Burns (top right). They’ll be married April 4th.

GULF, MOBILE AND OHIO RAILROAD COMPANY
(Continued from Page 2)

Just why should we have larger trucks with heavier loads on our highways? Such vehicles mean not only increased costs to domestic users of the highways, but they mean detraction from the value of the existing forms of transportation whose capacity is already much greater than the demand.

Of course, if larger trucks are allowed, we would no doubt use them. Nevertheless, we think such a privilege unfair to the present tax bearers and unnecessary from any standpoint.

Knowing how keenly you and your associate employees are concerned about this subject, I am taking the liberty of publishing this letter.

Sincerely yours,

I. B. Tigrett,
(President)