EMPLOYEES CLUB HAS SOFT DRINK CONCESSION IN NEW BUILDING

Mr. J. O. Giff (Asst. Gen. Traffic Mgr.)—Board of Trustees; R. H. McDonald, President; W. S. McKeever, Treasurer; Mona D. Kelly, Secretary; R. B. Boutwell, Board of Trustees; L. A. DeOrelia (Auditor of Miscellaneous Accts.), 1st V.-Pres. and Chairman of Board of Trustees; Harry T. McBroom, Jr.; Board of Trustees; V. Y. Shoemaker, 2nd V.-Pres. and Board of Trustees.

MR. BROCK MADE DIRECTOR
AMERICAN NATIONAL BANK

Vice-President and General Manager
G. P. Brock has been elected to the Board of Directors of the American National Bank of Mobile, Ala. The announcement was made on August 17 by President H. S. Dennison.

Mr. Brock has been a resident of Mobile since 1923 when he started working for Gulf, Mobile and Ohio Railroad as Transportation Inspector. He was made General Manager in 1934 and in 1940 Vice-President and General Manager.

G. M. & O. DIRECTOR IS NEW
MERCHANTS NATIONAL PRES.

Gulf, Mobile and Ohio Director J. Finley McRae has just been elected President of the Merchants National Bank of Mobile, Ala., to succeed the late Ernest F. Ladd.

Mr. McRae has been connected with the Merchants National for the past 26 years and held the position of Executive Vice-President at the time of his promotion. He was named Director for our Railroad in 1937.

So successful has been the Employees GM&O Service Club at Mobile in the past years that the Officials of the Railroad have decided to entrust to it, or an outgrowth of it, the concession in the new office building for the sale of cigarettes, candy, drinks, etc. The profits of this business will go to the promotion of the charitable aims of the Service Club, which has been renamed the GM&O Employees Club.

This Employees Club, with R. H. MacDonald as President and Miss Mona Kelly as Secretary, will lease space in the lobby of the General Office Building, now under construction and sell at retail soft drinks, candies and cigarettes. The money which will be made will be used for charitable purposes and for the development of good will among the employees, possibly by parties similar to the Christmas party held last year.

CONTRIBUTED TO CHILDREN’S CAMP

For several years the Service Club has had various charitable projects, made possible by the collection of dues and the receipt of donations, the latest of which was the contribution of a check to Barrett’s Camp at Coden, Alabama for under-privileged children. Numerous letters have been received from the children thanking the Club for the visits to camp, (see The Letter Box). Under the new arrangement, membership dues will be eliminated and the Club will be self-supporting. This new undertaking is expected to prove as successful and profitable as past enterprises of the Club.
SHOULD WE OPERATE TRAINS AT BIG LOSS?

Mr. Tigrett Answers Editorials Criticising Passenger and Mail Service

"Indications that New Albany will soon lose additional employes of the G. M. & O., because of necessity for them to remove to other points to continue their present jobs with the railroad were pointed out this week by local members of the two brother-hoods following the withdrawal of the two day passenger trains by the G. M. & O. recently.

"It now becomes most inconvenient and impracticable for us railroad men to reside in New Albany and get to and from our terminal points at Louisville and Jackson, Tenn., with the pulling off of these two trains' a spokesman said."

"The Gazette has always respected the integrity, progressiveness and attitude of caring for the public's interest evidenced by the G. M. & O. and its forerunner, the G. M. & N. and we do not condemn this move without hearing the management's side; however, it would seem that the removal of the trains under the apparent guise of aiding National Defense is somewhat of a thin excuse, when transportation is so all-important in the present emergency.

"We, speaking for the welfare of our city, associations over a long period of years either bring about trust and confidence or distrust and suspicion. This is a truism which applies to communities, business concerns and individuals.

We have often wondered just how far our obligation extends in the matter of furnishing passenger train service and express and mail deliveries at a large loss to the railroad. Perhaps there are those who can definitely answer this question.

This Railroad has lost money every year for at least fifteen years on its passenger train service. On the trains referred to in the above editorials, our losses for the first seven months of this year were $13,413.25. This did not include any charge for track maintenance nor did it include any charge for overhead of any kind—not even for a proportional part of the expense of those who beside the trainmen, devote their time exclusively to passenger service.

During all these years, we have never yet, in so far as my knowledge goes, failed to be interested in the welfare of our communities. Does anyone, however, believe we are under obligation to furnish transportation service solely for the convenience of an employe who chooses to live at some particular locality? If we do have such an obligation, we would like for the people of New Albany to know that instead of reducing facilities we have, in order that our trainmen living there may continue to do so, made it even more convenient. Since the one train each way was taken off we have given permission, when the Rebel train failed to meet the requirements, for these trainmen to use our buses which operate twice daily in each direction.

In so far as handling of mails is concerned, we are giving the service which we promised. A letter from a representa-

tive of Railway Mail Service under date of September tenth testifies to this fact. If there is a failure to meet the needs of the public the fault lies elsewhere. Our obligation certainly does not extend beyond furnishing adequate transportation for the mails.

The people of our territory have shown their friendship to us frequently and we shall certainly do everything within reason to prevent their inconvenience—obligation or no obligation. We do ask, however, that consideration be given to the rights of all concerned.

The Common Stockholders who put up so much money to make these trains possible and to give us employees jobs, have never in twenty-five years received one penny in return, in so far as the Gulf, Mobile and Northern is concerned.

Notice is taken of the Editorial doubt as to the sincerity of our cooperation with the National Defense efforts in taking off these trains. Even if we were entirely justified in sustaining the financial loss, it would be most improper under all of the circumstances, for us to continue these trains. We have for some time been short of equipment necessary for maintaining our passenger service, and the elimination of any train relieves our situation to that extent. We have been endeavoring for many months to secure materials for the rehabilitation of three or four passenger cars, but it has been impossible to obtain priority ratings for passenger train car repairs.

Notwithstanding what has been said above, we again repeat that we will whenever reasonably possible, meet any request for service which may seem essential to the welfare of our people.

I. B. TIGRETT, President,
Gulf, Mobile and Ohio Railroad.
LEAVES TO ACCEPT LIFETIME JOB

It was a bright sun-shiny day in August and the year was 1935. The Rebel, America’s second streamlined train, was on exhibition before large crowds in Memphis, Tenn., and aboard was Miss Ruby Pauk.

Miss Pauk had just graduated from Blue Mountain College with high scholastic honors and as Gulf, Mobile and Ohio’s second Hostess was making her debut run on The Rebel.

Bright, courteous and with lots of personality she made many friends on the trains, but one October day in 1936 she got the urge to write and so sitting down in the office at the end of her run in New Orleans, she typed out a story of her experience on the “Heebly Train” for the Rebel Route News.

Frequent contributions followed and in September 1939, after having been actively engaged in the Publicity Department showing a Passenger Department movie, Miss Pauk was transferred from Hostess duties to exclusive activities in the Publicity and Advertising Department.

For two years now, Miss Pauk has ably contributed to this Department and as her duties took her all over the Line, in Shops, Terminals, Offices, and on our many trains and buses, she has become widely known and liked throughout the entire organization.

But on September 15th, after writing many of the articles which appear in this issue of The News, Miss Pauk resigned . . . to become Mrs. Denby Garrison of Mobile, Ala. She was married in a quiet ceremony in her native city, Tupelo, Miss., and left shortly afterwards on a trip to New York City. After their return Mr. and Mrs. Garrison will reside in their new home at Mobile.

ttacts with them for more than twenty years. For our own welfare, I am trying to make us see how important it is to ‘live and let live,’ not only because it is the fair thing to do but because in the long run it will mean more jobs instead of fewer jobs.

I ask for the cooperation of all of us in the effort to keep our own wage at as high a scale as is consistent with lifting the income of those who have made our jobs possible up above ‘starvation’ basis.

I. B. Tigrett,
President,
STATEMENT BY JAMES TRUELOW ADAMS

Herald Editor and Historian

One more the people of this country have a decision of fundamental importance to make. It may not seem a decision affecting our Constitutional form of government, but it may well prove to be because there is no telling what form a government may assume in bankruptcy.

The issue is clearly raised in Senator Hyde’s amendment so passed by the Senate and now awaiting action by the House of Representatives when it reconvenes September 15th. The Hyde Amendment points to a very serious and simple by which we can at least try to help ourselves, that it seems incredible that every citizen and every Representative in Congress should not work for it so we would work to save his home from burning.

We are apparently squandering billions in non-essential and non-defense governmental expenditures. Upon many things we cannot cut down at present, but upon many non-essentials we can. Senator Hyde puts the figure for non-essentials at 7.3 billion. Are we too busy, too necessary, too selfish to admit him, by his plan of a committee to consider these things, to make the slightest effort to save the national business from ruin? We will fight, we will pay taxes. Why will we do everything except think for our country?

(Continued on Page 7)

ST. LOUIS AND THE OFFICE FORCE

The Editor received a letter signed by several St. Louis office employees recently asking why no pictures had been published of the home and office firm. And as this month we are pleased to offer the accompanying photos of the Executive and Traffic Office at the southern terminus of our Line. These offices have just recently been redecorated.

The large picture at the top is the St. Louis Main and shows something of the architectural beauty of this old but very modern city. The statue in the foreground is St. Louis on his horse and is symbolic of the City.

Meeting left to right: R. E. Pull, Special Representative; E. L. Claridge, Division Freight Agent; T. H. Dormans, Executive Director; L. A. Lathen, Special Representative; C. W. Coats, Secretary to General; Freight Agent, Rolla; R. A. Koblisher, Chief Clerk to General Freight Agent, Rolla; L. J. Lamb, Assistant General Freight Agent, Rolla; E. H. Finken, Executive Clerk, Secretary to General Freight Agent, Rolla; W. T. Wilson, Commercial Agent, Rolla; J. A. Young, Commercial Agent; E. J. Eiken, Office Assistant. Standing, left to right: Roland K. Murphy, Secretary to Division Freight Agent; Russell O’Dell, Statistician; Matthew T. George, Assistant to Assistant Vice President; and Alice Poin, Telephone Operator.

Memos to R. H. Selleck, Commercial Agent; J. A. Gates, Commercial Agent; and W. W. Ashton, Freight Traffic Agent, were not present when picture was taken.
At the top is a view of the Erecting Shops. Lower left, from left to right, C. L. Worts, Chief Clerk to Supt. of Motive Power; Master Mechanic W. G. Daugherty and W. O. Newbill, Chief Clerk to Master Mechanic. Center, Chester Delano, Machinist’s Assistant, relative of President Roosevelt (note the resemblance); H. C. Ford, Machinist, working at one of the many lathes.

Housewives Can Learn Lesson At Iselin Shops

Railroad shops—where heat is blue heat and a stranger is told, “don’t look at that fire; it will ruin your eyes.” Where the power house is so spotlessly clean that a workman can bring a pie from home and set it on one of the generators to keep it warm—all uncovered. Where wash rooms are maintained for 430 men, a locker to every man, and yet so faultlessly kept that a woman visitor may be shown around by the boss without apology. Such are our shops at Jackson, Tenn., known as the Iselin Shops.

“When the shops were built in 1925,” explained Master Mechanic W. G. Daugherty, “they represented the latest thing in locomotive repair facilities. They cost more than a million dollars, not counting the round house, which was built later for about $350,000.00.”

The whole plant consists of offices, storehouse locomotive repair house, machine shop, locomotive erecting shop, power house, and other smaller features incidental to a plant of the size.

A non-railroad man, who finds it hard to comprehend the enormity of what is going on in our own shops, can understand better from results just what is being accomplished. Latest product to be put on the road is the new car for the Gulf Coast Rebel, named The Weekender, which was made in the Iselin Shops. The Gulf Coast Rebel itself was built, with the exception of the motors, in the Iselin Shops. New streamlined cars for operations to be begun shortly are now in the process of being made.

Many of the tools that the men work with are made in our own machine shop. Parts of locomotives for replacement are constantly being turned out there. On passing two men apparently punching holes in a piece of sheet iron, the reporter was told that Mr. Wing and Mr. Wadley were making the holes, one every few seconds in the iron, for use in a boiler of an engine.

A last interesting feature at the shops is the round house, capable of accommodating twenty engines at once, where the “smoky Marys” are kept in condition.

At the power house the block signals for that division are controlled. So when you speed along on the Rebel between Corinth and Jackson, you can know that she has been given the “all clear” signal on the block, controlled by 48,000 volts in Jackson, Tennessee.
THE LETTER BOX

Citronelle, Ala.,
August 17th, 1941.

Mr. B. Sheridan,
Editor Rebel Route News,
Mobile, Ala.

Dear Mr. Sheridan:

Just finished reading August 16th Rebel Route News and although I had read the article before, I again read the copy sent in by Agent Hewell.

To show you how it pays to give service with a smile, is in dealing here with one firm, our largest receiver of freight. This morning at 7:39 A.M. (Sunday), the only day I have to sleep late, this shipper came to my house and called me out, explaining he was short on one site merchandise, and asked me if any were in wareroom. It so happened that I arrived on last night's Gulf Transport, it being Saturday, they ran early. I dressed quickly, came to depot and let him have them and the pay off comes in a pleased customer who always notifies me of any cehlot inbound movement of freight and will route less car lot and have it routed as I request. The middle of last month he told me he had a car of oats coming in from Texas to be shipped the 15th of August and gave me name and address of shipper and said "now get it this longest possible haul for your line."

The car of seed oats hit our line at Memphis, which gave us the longest haul possible.

In other words an Agent could be hard booted, which I never was, and get by with it, but now with the competition we have, it pays to give the service our good demands and deserves because we are treated and paid well.

Yours respectfully,

H. C. Glimer, Agent.

P.S.—This issue of the news is one of the best.

Brooksville, Mississippi,
August 25th, 1941.

The Rebel Route News,
G. M. & O. R. R.,
Mobile, Alabama.

Dear Sirs:

Please accept sincere thanks from an old E & O operator and clerk, for the copy of Rebel Route News of August 16th.

It is brim full of news of interest to railroad men as well as to outsiders, and should be the means of cultivating an everlasting friendship between the carrier and shipper, and above all, PLEASE KEEP ME ON YOUR MAILING LIST. Thanks.

Yours truly,

W. W. Wilkins,
Ex-Mayor,
Town of Brooksville.

Office of Superintendent
Jackson, Tenn.,
August 11, 1941.

Engine Foreman G. M. Perkins,
Corinth, Miss.

I wish to commend you for finding broken flange of G&O car numbered 450, Birmingham, at Corinth, Miss., August 1st, while switching extra 482, this car being lined up for movement to No. 31.

Your action in this case, no doubt, prevented an accident, and is very much appreciated.

S. D. F. Rico,
Superintendent.

MOBILE COUNTY DEPARTMENT OF PUBLIC WELFARE
Mobile, Alabama,
July 30, 1941.

Mr. William S. McKnight,
Financial Secretary,
GM&O Service Club,
Mobile, Alabama.

Dear Mr. McKnight:

Recently the G. M. & O. Service Club donated $100 to sponsor twenty children in the Barrett Camp. On behalf of these children, I would like to express to you their appreciation. We have found that the children sent to the camp have really benefited more than we had expected. Many of them have gained as much as five pounds.

We have tried to create in each child the desire to have a happy and interesting hobby so that he may use his time in a constructive manner. For the first time in their lives, they have learned what it is to live with other individuals in peace and harmony and to respect others, rights. They have learned what it is to be able to relax and enjoy "living". Without an exception, they all beg to go back again.

On behalf of these children, I would like to express to you their appreciation, and if at any time this organization can be of service to you, do not hesitate to call on us.

Very truly yours,
(Miss) Mary McMullan,
Director.

M & O PAY ROLL, 1862

John V. Tillman at Jackson, Tenn., sent the News two interesting photo-

static copies of an M & O pay roll of April, 1862.

We all feel better about the "times" when we read the listed salaries. A conductor drew $75.00 a month and a brakeman $40.00 a month. The section foreman received $45.00 a month and the laborers in the section $15.00 a month each.

Mr. Tillman says that in the construction of the line, as with other railroads at that time, men would hire out their slaves to the M & O section foreman when they were shorthanded in the construction.

Murphysboro, Tenn.—When the opening of the Crab Orchard Defense Project was celebrated last month, the night parade was started from the GM &O station, with a brass band there to salute the Rebel as she pulled into the station. Hostess Rosemary McCown greeted the 1,000 people who were there and thanked them for allowing the Rebel to join the celebration.

Mobile, Alabama—Richard DeNeefe, son of Vice-President and Comptroller DeNeefe, is an accomplished organist, playing regularly in St. Mary's Church, and receiving much favorable comment for his concerts over the radio.

Meridian, Mississippi—Conductor "Pat" Lawson, has a new run on the Gulf Coast Rebel, which he finds highly satisfactory. He likes the Rebel, in the first place, and then, it gives him more time off for hunting and fishing. P.S. His favorite quarry is wild turkeys.

Jackson, Tenn.—"Charlie Werts", Chief Clerk to Superintendent of Motive Power, has just returned from a vacation with friends in Chicago and on Lake Michigan.

Bogalusa, Louisiana—General Roadmaster Jim Corban's son has gone to Randolph Field to take up flying.

Jackson, Tennessee.—We can all understand it if Engineer Joe Brady seems to leave No. 3 with a little more "pep" than the average engineer, for every time he comes in, Joe's pretty daughter is there at the station to meet him.
STATEMENT BY JAMES TRUSLOW ADAMS
(Continued from Page 4)

When running for office in 1932 Mr. Roosevelt himself assured us that the course which he claimed the Republicans had been pursuing (and that this nation has now been pursuing for nine more years) would lead to disaster. "If," he said, "like a spendthrift (our government) throws discretion to the winds, is willing to make no sacrifice at all in its spending, extends its taxing to the limit of the people's power to pay and continues to pile up deficits, it is on the road to bankruptcy."

Never were truer words spoken, and they formed the solemn warning to us of a man who has been President for longer than any other in all our history. I am not here indulging in any recriminations or partisan polities. I am merely pointing to the words the President himself used in the past, words which bear a more fateful implication for every man, woman and child in this nation today than when Mr. Roosevelt made his prophecy and his pledge to save us from the disaster he predicted.

Let us make every allowance for what has happened to raise our debt to the undreamed-of figure of over fifty billion dollars. There has been the great depression, and now preparation for defense and perhaps the greatest war in our annals. We have had to spend sums which would have seemed fantastic to an earlier generation, but neither a man nor a nation can avoid the results of acts merely because he has been or has believed himself to be, forced to commit them.

We now have this colossal and crushing debt, but we still have ahead of us the cost of perhaps financing a war, the dislocation of all our economic structure, and, after the war, industrial chaos and unemployment far beyond what we have yet suffered. If we do need, as we must, to spend more huge sums, that is no reason why we should spend where we do not have to.

We are asked to make sacrifices. We will, but if we — why not the groups and bureaus who like beeches are suck- ing the financial life blood of the nation? Make no mistake. The people who will suffer will be the people like you and me who are working hard to maintain modest homes by our own work. If Senator Byrd is not supported by us in his efforts to bring sanity and honesty into government spending, we will get only what we deserve.

Congress harkens when the people speak. Let your Congressman know that you will do all you can to back this country in any needed expenditures for defense and other essential functions, but that you are sick and tired of unnecessary spending. Tell him that you will no longer stand for it. "Millions for defense but not one cent" for needless experiments or graft or pet projects of anyone. The prospect is grim for us all. Let your Congressman know that it may be grim for him too if he heedlessly insists upon polities and "business as usual."

Tell him you want the Byrd Amendment to the Tax Bill passed.

Editor:
The Rebel Route News
We would like for the readers of the Rebel News to know more about the Employee Consultant's Department.

Since the work of this Department was initiated for the benefit of employees and is carried on at no expense to them, it is of primary importance that all understand the program followed and the results obtained in order that assistance may be sought if it is needed.

No money is advanced or loaned in any instance. The resources of an employee over and above a budget covering necessary living expenses are used to work out his obligations on a prepayment basis. The affairs of some one hundred and fifty employees have been handled very successfully under this plan. Some of these good people felt that they were hopelessly involved and yet in a comparatively short time they had all past due obligations behind them.

The efforts of this Department in behalf of the employees have met with the hearty approval and cooperation of banks, business firms and individuals over the entire system. In fact, officials of two large firms have asked for details regarding the procedure followed with the view or possibly setting up such a program for their employees.

S. A. Robert,
Employee Consultant.