GULF'S "POSTMOBILE" 
ATTRACTS NATIONAL 
MAGAZINE PUBLICITY

Featured in the January-February "Shell Progress", trade magazine for dealers of the Shell Oil Company, is the newly inaugurated highway mail service of the Gulf Transport Company.

Joseph Kegler, author of the story, says:

"There's no other mail service of this particular kind in America. In one month the privately-owned post office on wheels makes more than a thousand contacts with rural postmen between Union and Mobile; handles more than 6,000 bags of mail; and covers more than 9,800 miles in its day-and-night schedule."

The article describes the difficulties which were encountered in building the first "post office"; how the first representative from Gulf Transport journeyed to Washington to "sell" the Post Office Department on the idea, the problem of constructing the first bus (which, incidentally, was a remodeled passenger bus) and the scheduling difficulties which were encountered in the early days of operation.

Author Kegler describes the Gulf Transport activities as follows:

"The Gulf Transport Company in Mobile, a fully-owned subsidiary of the Gulf, Mobile and Ohio Railroad, is the connecting link for carrying passengers, freight and mail beyond the limits of the rails. It operates 76 inter-city buses over regular routes parallel to the GM&O for nearly 2000 miles; its 90 trucks and tractors rumble quickly over 1,940 miles from the Gulf to St. Louis. In 1949 those buses and trucks crossed 4,064,413 miles of highway."

The Shell magazine pays its highest tribute to the operating efficiency of the Gulf Transport with the statement:

"...freight trains connect with Gulf
(Continued on Page 4)"

RAW MATERIALS LINK IN INDUSTRY GROWTH

S. A. Robert, Director of Forestry and Agriculture for the Railroad, discussed conservation and replenishment of woodlands before the regular meeting of the Rotary Club at Louisville, Miss.

Agriculturalist Robert pointed out that, while most communities are interested in attracting new industries within their limits, very few towns are taking steps to assure continued sup-

(Continued on Page 2)
GM&O PICTURE FOR TRAFFIC CLUB ROOMS

A picture of the Diesel engine 719 with a long string of refrigerator cars behind it will hang in the Club Room of the Lima, Ohio, Traffic Club.

Program Chairman Gene Jackson, writes that our train will be featured in their “Transportation Room”.

RAW MATERIALS LINK

Continued from Page 1

plies of raw materials for these factories.

“We of the GM&O feel that the best approach to this problem of conservation and replenishment of our forest resources is to work through the already established state and federal agencies”, Robert said.

He described the Farm Woodland Improvement Contest which was sponsored by the Railroad in 1946, and explained that more than $1,000 in prizes were offered to 4-H Club members who reconditioned five acres of woodland.

“The O M & O is also sponsoring, through the Extension Service, a statewide negro 4-H Woodland Contest, Gulf Transport Offers Charter Bus Service

Vice-President — Traffic P. E. Geil announces that the Gulf Transport Company is now in position to furnish charter or special bus service for groups such as garden clubs, churches, schools, civic organizations and Home Demonstration Agents at very attractive rates.

Charters being booked to Mobile, Alabama usually include a sightseeing tour of Mobile, Bellingrath Gardens and the “Azalea Trail”. Meals and hotel accommodations are arranged on request.

“Employees can cooperate,” Mr. Geil says, “and their assistance will be greatly appreciated, by passing this information along to local groups and organizations who may be interested in chartering buses to Mobile and other places.”

This service is also available to groups using rail service into Mobile.

All inquiries should be directed to the local Gulf Transport ticket agent, or to Mr. Geil, 104 St. Francis St., Mobile, Alabama, with an additional $1,000 in prizes for colored participants”, the speaker stated.

Train Names

175 McCorry Ave.
Jackson, Tenn.

GM&O News:

In the February issue of the NEWS a list of names was offered for your North-South streamliner.

When the North and South were united and made one, two great men, or leaders, had won the admiration of the people: Ulysses S. Grant and Robert E. Lee.

Since this streamliner, serving the people, makes the North and South one again, may I suggest we name this leader the “The Gran Lee”.

Very respectfully,
Mrs. R. Hawkins Reid.

—2—

March 6, 1947

The GM&O Rebel News.

With reference to a name for the North-South Streamliner, it seems to me that “The Union” is appropriate.

Webster’s International Dictionary uses about eight hundred words defining the word “Union”, of which more than half make reference to the act of joining together, consolidation and, state of being united.

The union and the United States are one and the same, therefore, the name also has a historical background.

F. C. Forward,
Traffic Manager.

Minneapolis—Moline Power Implement Co.

PS. The GM&O News is one publication I read from cover to cover. You should be very proud of it.

Promoted

Spencer R. Sproles, former Assistant Chief Engineer, has been appointed Engineer of Standards and Research, according to an announcement by W. W. Greiner, Chief Engineer.
CASTING CHAMPIONS

International Bait Casting Champion is this father and son team of the Alton Route... and the Railroad is proud to claim these two fishermen.

Crowned at a recent Chicago Tribune Sportmen’s Contest the father is Robert L. Sipe of the Chicago Traffic office, and his son, Bob, Jr. The Alton Route has a double claim on their laurels for Mr. C. D. Sipe, Assistant to the Chief Executive Officer of the Alton, is the father and grandfather of the pair.

QUALITIES OF COURTESY

Bill Conner, dispatcher at Falkner, Mississippi sent the following clipping to P. B. Bridges, general superintendent at Meridian. In his letter, Bill refers to Bridges as “a great exponent of courtesy.” The clipping follows:

Something Precious Within Our Grasp

“I’m a little guy and come from a swell family; I am related to a lot of people and help everybody who will let me. I can unlock doors, open hearts, banish prejudices, soften sorrows, calm fears and give courage. No one dislikes me or condemns me; no one envies me or is jealous of me. I am the most useful little guy every moment of the day. If you want me for a lifelong companion, just invite me, and if you are sincere and hospitable I will bring Charm who is my mother; Graciousness, my sister; Manners, my brother, and Good Will my dad. I guess you know who I am now. My name is courtesy.” —Quoted from The Field Glass.

JACKSON, TENNESSEE
COLLECTORS ESTABLISH
NEW STAMP CLUB

Stamp collectors of the GM&O have established another chapter of the “Dixiana Stampers” at Jackson, Tenn., with D. D. Crocker, Special Agent, as president.

Other officers of the club are:
Ben Hunter Jackson, vice-president and E. A. Billingsley, Rate Clerk, secretary-treasurer.

The addition of this new chapter brings the total number of cities represented in the “Dixiana Stampers” to 58, located in all parts of the country, with more than half of the membership composed of railroad employees. The nation-wide organization was established in 1945 by personnel in our New Orleans office. At the present time Chief Rate Clerk Henry C. Koberg, New Orleans, is national president.

President Lincoln has been the only President of the United States for whom a special car was ever built.

COURTESY DIVIDENDS

How well the members of the GM&O family are carrying on the tradition of courtesy and service is graphically shown by two letters we received this month. The first, from John F. McKay, Wymore, Nebraska, says in part:

“I deem it a pleasure to be able to ride your Rebels and do what small amount of business I can with your system. I am a legless man and I feel it’s my duty to tell you I fully appreciate the fact that you are so fortunate in having such employees who take pleasure in doing for the handicapped and aged to make their travels comfortable and enjoyable.”

The second, from William A. Stevenson, Bloomington, Illinois, tells us that he made his first trip on the Rebel in 1942, and that he was “very pleased with the service and excellent interior styling.”

He closes his remarks with the following paragraph:

“The friendliness of your employees, together with the quality of your service, has made your railroad as indispensable to our community as the corner drug store.”
CHEF ON ABRAHAM LINCOLN KEEPS
“CLEANEST DINER IN THE U. S.”

Last month President Tigrett rose from his table on the Alton diner and stepped into the kitchen to congratulate the chef on the excellent preparation of the meal.

The Chef who received these congratulations was Mr. Frank Wenglass who operates Dining Car 1073 on the Abraham Lincoln and the Alton Limited, between St. Louis and Chicago. Chef Wenglass has been with the Alton since 1927.

He was appointed Chef-Cook in January 1936.

Mr. Wenglass, who, according to Dining Car Superintendent W. H. Bergheger, has a reputation for keeping the cleanest kitchen of any dining car operating in the United States, spends many of his free hours reading recipe books and studying new methods of preparing food.

The chef says he likes cooking, but for down-right pleasure, he likes to prepare meringue pies better than anything else.

Mr. Wenglass is married and has two children, Frank, Jr., 12, and Lorraine, 10.

Photo at the left shows Chef Wenglass busily slicing some of his tasty roast pork in preparation for the big lunch rush.

In the scene below are shown Steward G. C. McCall (a former army major) and Waiters Walter Johnson, William Pulliam and Henry Outlaw, who present Mr. Wenglass’ food to the public.

‘GM&O SERVICE SPLENDID’
SAYS R. E. GRUNER

The following letter was written by R. E. Gruner, Collector of Revenue for the City of St. Louis, Missouri to Frank M. Wilson, Traffic Dept. The hotel accommodations in Mobile and New Orleans were arranged by Mr. T. P. Cumberland and Mr. E. A. Chapman.

Office of COLLECTOR OF REVENUE
for the City of St. Louis
January 31, 1947

Dear Frank:

I want you to know that after having returned from my trip last night how much I appreciated the courtesies extended to me by your people in Mobile and New Orleans.

Everything came out according to plan except that I could not get a two day extension over the five day room limit at New Orleans, but we had about finished our trip and it did not inconvenience us to any great extent.

The service coming and going on your railroad was splendid and Mrs. Gruner has also asked me to express her deep appreciation for all kindnesses extended.

Again thanking you, I am,

Your very sincerely,

R. E. Gruner,
Collector of Revenue.

The Pullman Company has 3,721 employees who have had twenty-five or more years of service with that company.

GULF’S “POSTMOBILE”
(Continued from Page 1)

Transport’s carrier which, in turn, truck merchandise direct to the customer’s door; and there’s always a minimum of delay between rail and highway connections.

“It’s that flexibility of service, combined with closely followed schedules which led to the building of the first postmobile . . .”

GLORIA BULLOCK WEDS
OBIE H. RUSH

The News extends its best wishes to Miss Gloria Bullock, comptometer operator at Mobile, on her marriage to Mr. Obie H. Rush. The ceremony took place January 28 at St. Matthew’s Rectory in Mobile.

The eleven billion tons of food which the railroads moved for the Army and Navy in 1944 required 364,000 freight cars.
GM&O INSTALLS SOUTH’S FIRST RADIO YARD CONTROL IN MERIDIAN

Although VHF radio telephones have been tested by many railroads, it is believed that the GM&O is the first Southern railroad to have this equipment in actual operation.

The two-way radio, which was installed in the Yard at Meridian in December, 1946, is used for communication between the Chief Dispatcher’s office and the switch locomotives. The main control for the equipment is located in the Chief Dispatcher’s office with a remote control in the Yard Office. One mobile station is installed in each of the switchers.

This type of radio is generally known as “frequency modulated” and complete coverage is obtained from the fixed station to mobile stations in any part of the yard.

K. F. Goodwin, Superintendent of Telephone, Telegraph and Signals, and his men installed the equipment which should facilitate yard and switching service to customers.

Scenes at the right show Engineer Leo Smith and Chief Dispatcher Stanley Wilson operating the new equipment.

ST. LOUIS CHIEF CLERK TEACHES RATE COURSE

The January-February issue of “The Ticket Agent” carried an article on the passenger training course being offered by the Traffic Club of St. Louis. The article was written by Mr. Charles Buistone, who has recently been promoted to general agent of the Alton. Mr. Buistone’s article outlined the plan of the course, which is being taught by Mr. Paul Sullivan, chief clerk to Mr. R. A. Pearce, Passenger Traffic Manager of the GM&O. Excerpts from Mr. Buistone’s article follow:

Mr. Sullivan spent more than twenty years in passenger rate work with the C.B.&Q. before coming to his present position, and the sponsors of the course feel quite fortunate in securing an instructor who is not only well-versed in the subject matter, but also seems to be able to present it in a way that holds the students’ interest.

The sponsors of the course and Mr. Sullivan are very well pleased with the enthusiasm shown by the students who give up two hours a night, two nights a week of their own time, and in addition pay a small registration fee.

It is felt that this pioneer course could well serve as a model for courses to be instituted in other cities who have a large number of passenger personnel. The enrollment in St. Louis comprises ticket sellers, ticket agents, special movement clerks, stenographers, depot passenger men, refund clerks and many others who are interested in learning more about the work they do and the industry they serve.

“JAMBOREE” PLANNED BY ALTON WORKERS

Frank Cowan, porter on the Alton Limited, writes us that the porters, cooks and waiters are planning to have a “Jamboree” in the near future.

Frank said, “There is plenty of talent on the Alton Route, and we’re composing a song titled From Chicago to the Gulf—allong the lines of Route 66.”

“CLEANEST TRAIN”

Mr. Charles F. Mann, author from Tacoma, Washington, writes the following:

“I say flat footedly that the Rebel was the cleanest train I have ridden on for seven years . . .”

Mr. Mann’s letter was forwarded to us by Mr. R. E. Stevenson, Executive General Agent, St. Louis.
MAURY CITY MERCHANTS
REQUEST GM&O ROUTING
ON ALL SHIPMENTS

Merchants at Maury City, Tennessee, have sent a blanket request to Memphis shippers for GM&O routing on all shipments because "they (GM&O) have afforded us transportation when transportation was at a premium."

The letter, which was mailed by 96% of the Maury City merchants says in part:

"All their (GM&O) personnel have been unusually nice and courteous to us. In appreciation we wish to continue our business relation with them rather than some of their recent competitors, and reserve the right to refuse shipments routed otherwise."

This letter was forwarded to us by N. C. Bowen, agent at Alamo, Tennessee. Mr. Bowen is well-known in the Alamo-Maury City area for his active participation in civic and community affairs.

Class I railroads on January 1, 1947, had 2,394 new passenger cars on order which was approximately as many as were installed in the past ten years.

“BIG MEN”

W. R. Barr, Trainmaster at Tuscaloosa, has the following reminder beneath the glass on his desk:

1. Big men admit their own mistakes.
2. Big men pay no attention to false critics.
3. Big men scorn titles when work is to be done.
4. Big men are not spoiled by success.
5. Big men see light where little men see shadows.
6. Big men do not humiliate fellow workers.
7. Big men can “take it” and ask for more.
8. Big men fight on in victory or defeat.

SPECIAL LUNCHEON HELD
FOR ALTON ARRIVALS

The first group of Alton employees to arrive in Mobile were entertained at a luncheon by Mr. & Mrs. Tigrett on their office car in Mobile last month.

Shown in the photograph taken after the luncheon are:

Front row, left to right: Mr. Alex Grant, Superintendent of Transportation, Alton; Miss Helen Swortwood, Trace Clerk; Miss Edna N. Baldwin, Per Diem Clerk; Mrs. E. E. Wilson, wife of Vice-President of Nashville Coal Co.; Mr. Arthur C. Reimer, Car Distributor; Miss Evelyn H. Dornes, Record Clerk; Mr. C. E. Lanham, Superintendent of Transportation, GM&O; and Miss Anna Balzakas, Per Diem-Demurrage Clerk.

Back row, left to right: Mrs. I. B. Tigrett; Miss Erna E. Fischer, Record Clerk; Mr. Carl G. Granbom, Chief Car Record Clerk; Miss Anna Dreimuller, Statistical Clerk; Mr. I. B. Tigrett, President; Miss Gene L. Doisy, Per Diem Clerk; Miss Victoria M. Lajzak, Record Clerk; Miss Evelyn M. Sevick, Record Clerk; Mr. E. E. Wilson, Vice-President Nashville Coal Company; Miss Clara M. Lang, Per Diem Clerk, and Miss Cecelia L. Glodie, Stenographer.

COMMENDATIONS

S. S. Mitchell, operator at the Jackson tower in Jackson, Miss, has been commended by J. H. Currie, superintendent, for his alertness in detecting a brake beam down on a car in a cut of cars that was being brought to Capitol Yard by our switch engine.

H. Oliver, engineer, and T. T. Thomas, fireman, both of Bloomington, Ill., have had their records credited with five merit marks by B. N. Bodie, Superintendent. Mr. Bodie's letter states that this recognition is given for speedy work accomplished in repairing a steam fitting between cars which enabled the steam to pass through the balance of the cars.

William H. Kuehnel, Section Foreman at Jonesville, Illinois, was “on the ball” when he noticed a brake beam dragging on train No. 91. Kuehnel promptly flagged the train, thus preventing a possible accident. In recognition of this action, Kuehnel’s record has been credited with five merit marks by G. C. Brown, Superintendent.

After thirty-six and thirty-two years of absence, two towels marked 1910 and 1914 were recently returned to the Pullman Company—one from a woman in Massachusetts and the other from a woman in Iowa.
HASSELLE COMPLETES
50 YEAR SERVICE

Edward M. Hasselle, conductor on the Rebel, completed fifty years of service on March 7. Mr. Hasselle, whose sunny personality wins many Alton Route friends, began his service in 1897 as an oil boy for the M&O.

He was first appointed freight conductor in 1907, and later promoted to passenger conductor in 1933.

Mr. Hasselle is married and has five children.

MONTY LYONS RETURNS

M. B. (Monty) Lyons, Jr., secretary in the legal department, Mobile, was honorably discharged from the Marine Corps and returned to his position with the Company March 1.

Mr. Lyons, who enlisted as a private March 7, 1941 rose to the rank of First Sergeant, served overseas from February 1943 to December 1945. He holds the American Theatre campaign ribbon, the Asiatic-Pacific campaign ribbon with three battle stars, the American Defense Medal, the Navy Unit Citation, Presidential Citation, the Marine Corps Good Conduct Medal and the World War II Victory Medal.

WHO REMEMBERS THIS?

Traffic Manager E. B. Farrell writes,

“Last week in Denver I called on Mr. Taylor, Traffic Manager of the Ideal Cement Company, who has, as you probably already know, been operating a plant on the property of the Alabama State Docks.

“Mr. Taylor was located some years ago at Union City, Tenn., and he informed me that sometime between 1901 and 1904 the NC&St.L operated a train over the old M&O beyond Union City, Tenn., and Columbus, Ky., at which point cars were transferred to a ferry boat and hauled to Belmont, Mo., and moved from and to that point over the old St. Louis-Iron Mountain and Southern Railway (MP). The Engineer’s name was Ownbey and the Conductor’s Long. Later these cars were transferred by ferry between Hickman, Ky., and Belmont, Mo.”

GM&O MOBILE EMPLOYEE DEVELOPS NEW ACCOUNTING DEVICE

Lola May Byrd and Katherine Crary operate the accounting equipment in GM&O’s modern machine room in Mobile.

These machines are equipped with a special paper checking device, invented by Talbert Jones, group head in the accounting department, which notifies the operator when the paper supply is running out. Prior to Mr. Jones’ development of this equipment there was no way for the operator to determine the supply of paper.
Along the Line...

Randolph Hill, Gulf Transport driver, Artesia, Mississippi, was passing out cigars in celebration of the arrival of his first baby.

Up Jackson, Mississippi, way we found N. S. Cook looking forward to a couple of days off to visit his first grandson. The third generation Cook was only a week old and couldn't quite make the trip up from Laurel to see his granddaddy.

On the Rebel heading toward Mobile were Mrs. W. B. Young, whose husband is an Alton conductor on the Anne Rutledge, chatting with C. D. Harris, whose husband is Agent at State Line, Mississippi. Mrs. Young was enroute to Biloxi to visit her daughter, while Mrs. Harris was going shopping in Mobile.

Comparing notes on recent illness were Virginia Thomas, secretary to Mr. E. A. Schrader, Operating Dept., and Wanda Halbrook, Hostess on No. 15. Miss Thomas was the winner with two weeks in the hospital, but we are happy to report that both are back on the job.

Mr. and Mrs. William R. Wright recently celebrated their 50th Wedding Anniversary at their home in Murphysboro. Mr. Wright was employed by the M&O from 1896 until 1941, at which time he was retired.

The Wrights have nine children and thirty grandchildren.

Mr. Joseph A. Chapman, former GM&O engineer, celebrated his sixty-second birthday and the first anniversary of his retirement on February 18 at his home in Louisville, Miss.

Mr. Chapman began his railroading career in 1905 when he began work for the M&O as a fireman. He was promoted to engineer in 1912 and served in that capacity until he retired last year. He holds the record of never having seriously injured a person in his entire 42 years of railroading.

Mrs. Flora Reese, Comptometer Operator, was married to Mr. J. Homer Jones, Friday, February 14, at the home of the groom's parents, Mr. and Mrs. H. H. Jones, at 6:30 P.M.

The stork paid a visit to the home of Mr. and Mrs. John F. Willis, another son was born February 28. This makes three boys and one girl.

C. E. Lanham, Supt. Transportation, sends us the following news items from his Department:

The mother of James E. Moss, an employee of the Office of Supt. Transportation passed away at her home in Millry, Ala., March 2nd.

Mr. Emanuel Primo, the brother of Miss Anita Primo, an employee of the Office of Supt. of Transportation and the brother of Mr. Augustus Primo, a retired employee of the Vice President and General Manager's Office, died early Sunday morning, March 9th.

Mr. and Mrs. A. F. Walters announce the arrival of twin baby girls March 7th. Mr. Walters is an employee in the Office of Supt. of Transportation and Mrs. Walters, nee Joyce Page, is a former employee of this office.