Gulf Transport Directors Elect Bransford Whitlow To President's Office

At a meeting on July 15, the Board of Directors of the Gulf Transport Company, our highway subsidiary, elected Mr. Bransford Whitlow President.

In announcing the change, Mr. Tiptre stated that "While the operation of the Gulf Transport Company will continue to be closely related to the Railroad, the management will be separated. From its inception the officers of the Gulf Transport have, for the most part, been heads of corresponding departments of the Railroad. As both Companies have grown, however, and the duties and responsibilities in both instances have multiplied, it is felt that the officers of the Railroad should, generally speaking, be relieved of the details incident to our bus and truck services."

Mr. A. G. Johnson will continue as Gulf Transport’s Vice-President-Operations, and Mr. P. E. Geil will continue as Vice-President-Traffic.

Mr. Whitlow joined the GM&O in 1928 as a clerk in the Traffic Department, and later transferred to the development department. In 1932 he was named Secretary to the President, and in 1940 Executive Assistant. In January of this year he was appointed Assistant to the President following his return from the Navy.


PASSENGER TRAINS

Mr. Bernard DeVoto, in an article in the July Reader’s Digest, condensed from Harper’s Magazine, takes the Railroads to task for not furnishing better passenger service. He complains of antiquated equipment, delayed arrivals (the trains “practically never get anywhere on time”), unsatisfactory sleeping facilities, dining service, etc.

Passenger service, on the whole, is not as good as it was before the war. This is probably true here on the Gulf, Mobile and Ohio (which now of course, includes the Alton Railroad). But we are trying our very best to improve the service in many ways. Since the first of 1946, we have expended, or committed ourselves to expend, over $6,000,000 on passenger equipment. Other railroads, to a greater or lesser extent, are taking similar steps to modernize, but Mr. DeVoto’s article makes no mention of this.

We have incurred these obligations even though our passenger train operations in 1946 were conducted at a loss and even though we expect our passenger train losses to amount to over $2,000,000 for the year 1947, based on the reports we are required to make to the Interstate Commerce Commission. Some of these losses we cannot prevent. But losses incurred through operation of useless local passenger trains are determined to curtail. In one of the instances I have in mind we have been forced to continue operating a local passenger train which handles only five or six passengers per trip and, in another instance, to operate such a train at a loss, out-of-pocket, of approximately $90,000 per year. We need this money so that we can provide jobs—useful jobs. We need the equipment in other services—useful services. Nevertheless, a small group of our train service employees, or their representatives, have been instrumental in blocking our efforts to reduce this waste. In doing so, they are (Continued on Page 2)
hurting their fellow employees and their employer, they are harming the public dependent upon the railroad for efficient transportation services and, in the long run, they are hurting themselves. Mr. DeVoto, in his super-critical Reader’s Digest article, either does not recognize or he completely ignores the existence of these and other such hindrances to the ability of the railroads to provide the type of service he, as a patron, would desire.

Yes, passenger service is perhaps not as good as it was before the war. Perhaps it shouldn’t be expected to be because of the war toll on equipment. But our conductors, trainmen, hostesses, dining car stewards, agents and others are trying diligently to give courteous, kindly service. To the extent that our financial position permits, we will continue to improve our equipment and, with the cooperation of all concerned, will undertake to make our passenger service the best ever.

I. B. TIGRETT.

Commendations

Operator W. B. Scott, Pontiac, has received a letter of appreciation from Superintendent B. V. Bodie for his action in relaying messages between Train 94 which had trouble with its engine.

Mr. Scott’s use of his automobile in carrying these messages made it possible to get the train moving with a minimum of delay.

 Patrolman Robert Bulliner, Jackson, Mississippi, has been commended by Superintendent J. H. Currie for his prompt action in reporting the discovery of a broken rail in that city. Due to Bulliner’s action it was possible to repair the breaks without delay of train operation.

Superintendent B. V. Bodie has sent a letter of appreciation to Conductor G. J. Day, Brakeman H. E. Wallace, Brakeman F. C. Fager, Engineer T. Wenkley and Fireman S. Bates for their assistance to another railroad when one of its cars was derailed on our crossing. In addition to this crew, Mr. Bodie has commended Supervisor V. R. Lukoskie, Section Foreman T. Lafhey and Wrecking Foreman A. T. Scogin for the “good job of railroad” which enabled the clearing of our tracks and prevented additional delay of our trains.

Meridian Star Column
Features GM&O Personnel

The Meridian Star’s railroad column, “Roundhouse Rounds” featured the Rebel in a recent issue. Among GM&O personnel mentioned were Conductor W. D. Archer and Engineer C. Coughlin (retired). About Mr. Archer the column stated:

“If there is any other railroad, anywhere, with a finer conductor than the Rebel’s W. D. Archer, we would like to know where it is.”

The writer stated that Mr. Coughlin has recently taken over the job as clerk in Meridian’s Union Hotel. Referring to his record while with the GM&O, the columnist said:

“He went to work October 12, 1901 as fireman, was promoted May 26, 1906, and during his career of 43 years has never killed or injured a human being, struck an automobile, or received a demerit. What more could an engineer ask in life?”

The Montgomery Traffic Office took advantage of a request from Mr. C. E. Rochambaud, Publicity Director of Nachman & Meertief, Montgomery department store, for material to be used in a vacation-travel window display on the city’s famous Dexter Avenue, in arranging a window announcement of the GM&O-Alton Merger. Much favorable comment and many congratulations were received.

- 2 -
P. B. Bridges Names 15 To Safety Honor Roll

Fifteen Safety Chairmen have been named to the Safety Chairmen's Honor Roll for their efforts in the interest of safety during the first four months of 1947 by General Superintendent P. B. Bridges.

In the letter of appreciation, Mr. Bridges says:

"Please continue to keep Safety uppermost in the minds of all employees under your jurisdiction. I suggest that you continuously talk to and caution them. I hope you maintain this record throughout the year."

Those named to the Roll were:

Trainmaster R. L. Patterson, Jackson, Mississippi; Terminal Trainmaster S. H. Parker, Meridian, Mississippi; Terminal Trainmaster W. C. O'Donnell, Montgomery, Alabama; Terminal Trainmaster H. F. Murphy, Jackson, Tennessee; Terminal Trainmaster P. C. Kearney, Mobile; Terminal Trainmaster M. C. Doolittle, Louisville, Mississippi; Terminal Trainmaster W. L. Cook, Artesia, Mississippi; Terminal Trainmaster W. B. Burns, Mobile; Trainmaster W. R. Burr, Tuscaloosa, Alabama; Terminal Trainmaster S. J. Alevine, Laurel, Mississippi; Terminal Trainmaster S. J. Welsh, Bogalusa, Louisiana; Terminal Trainmaster D. E. Welsh, Jackson, Mississippi; Trainmaster E. H. Sumrall, Bogalusa, Louisiana; Terminal Trainmaster H. C. Sullivan, Corinth, Mississippi, and Trainmaster C. J. Pennebaker, Murphysboro, Illinois.

Dear Sir,

Mr. John Conley has moved to Mathiston, Mississippi, and is the Depot Agent there. He has been with the GM&O a number of years. He grew to manhood near Mathison and has many friends and schoolmates there.

He is kind and thoughtful and always ready to help others. He really has the friendly habit of the GM&O. He is a special friend of mine and I hope he stays at the depot always.

Sincerely,

MRS. MAXIE ARNOLD
Mathiston, Miss.

Assistant General Freight Agent A. C. Garrett, Kansas City, has been appointed general of the railroad division of the Kansas City Community Chest drive.

Shown above is Kansas City's Union Station, used by GM&O's passenger trains, with the skyline in the background. A note from the past is illustrated in the photo to the right which shows the first Alton Ticket Office in that city, taken about 1885. This picture was forwarded to us by Rex Dunlap of New York's McArthur Advertising Corporation and shows his father, Jefferson Dunlap, first Kansas City Passenger Agent standing in the doorway to the left. Seated in the chair to the right is Alex Hilton, then Assistant Passenger Agent who later became General Passenger Agent. (Other pictures and story on next page.)

TO MY CHICAGO ASSOCIATES:

June 14, 1947

I had hoped to be back in Chicago before next week, but due to an operation on my vocal chords had to change my plans.

To those of you who will not come to Mobile, may I say I'm sorry. I think you would have enjoyed working for the GM&O. I appreciate your action in staying with us until the final closing of the Alton accounts. You have my very best wishes.

To those who are coming to Mobile, I say only—I'll be seeing you.

Sincerely,

R. E. DeNEEFIE.
Vice-President and Comptroller.

GM&O Director Becomes President of Mobile Bank

Directors of the First National Bank of Mobile recently named GM&O Director H. Austill Pharr, former executive vice president, to the presidency of that institution.

Mr. Pharr has been in the banking business since his arrival in Mobile in 1910, and has held such positions as cashier, trust officer, vice-president, and was named executive vice-president in 1935. He has served as a director of the GM&O since 1940. Prior to the GM&N-M&O merger he served as director of the GM&N for two years.
Kansas City, GM&O's Gateway to the West, is one of the great markets and transportation centers of the country and has long been an important link in the Alton's rail system.

Served by 12 trunk line railroads the Missouri city's rail system handles more than 40,000,000 tons of freight and 29,000,000 passengers annually.

Center of the passenger traffic is the great Union Station, which was built in 1914 at a cost of $6,000,000 and is the third largest in the United States.

The GM&O's western terminal is the largest market in the country for stock and feed cattle and ranks first in the distribution of agricultural implements and seeds. In 1946, 52 major industrial concerns were added and 194 existing industries expanded their facilities increasing the capital investment by $120,000,000.

In addition to such points of interest as the William Rockhill Nelson Gallery of Art and the Mary Atkins Museum of Fine Arts, Kansas City boasts one of the nation's finest libraries. Across from the Union Station is located
& O's Western Terminal

the Liberty Memorial, monument to the dead of World War I, which has a continuously-burning fire at the top of its 280-foot column.

Heading the GM&O offices in the western terminus is Assistant Vice-President L. L. Lapp, who was introduced to our readers last month on his recent promotion to his present position. Mr. Lapp is assisted by Assistant General Freight Agents A. C. Garrott and H. W. Bell and Division Passenger Agent L. H. Nugent. J. W. Sullivan is General Yardmaster and W. B. Hulitt is Chief Dispatcher.

Located in the Board of Trade Building, the Kansas City offices are GM&O’s newest, and are referred to by visitors as “one of the finest on the line.” A formal opening of these offices was held July 17.

Exemplifying the Alton’s early interest in Kansas City is a copy of an ad which the News received this month from Mr. H. C. Timmonds of Fontana, California. This ad ran in a 1904 copy of the Kansas City Bar Association magazine and shows a “modern” engine of that period at a crossing with the Alton’s coat-of-arms in the background.

Miss Kathryn Flynn, steno-clerk, greets visitors to the Kansas City offices from her desk in front of a lighted picture of one of the new GM&O freight trains.
Alton Dog Can Tell Time; Regularly Meets “Dinner” Train

Jack looks like a very ordinary mongrel, but the Alton dog can tell time. At least it never misses being at the railroad station at precisely 6:10 p.m. when a dinner of choice bones is delivered via crack train.

Trains in general don’t interest Jack, whose master is Christ Ramthun, veteran section foreman of the Gulf, Mobile & Ohio-Alton Railroad, Alton. Twenty trains a day roar by on the tracks 100 yards from the home but Jack worries about just one.

It’s the line’s Ann Rutledge on the St. Louis-Chicago run. The chefs are the canine’s friends and as it sits on the platform they toss three of the finest bones obtainable.

Jack’s trips are on a rigid schedule. The dog loafa around at home and allows himself no more time than the average commuter to reach the station. Been doing it for months, and even Ramthun can’t figure out how the act started.

The dog “sits up” on its hind legs on the platform. That’s no trouble for Jack—it would as soon sit that way as lie down—learned to do it when on two occasions a fore-leg was fractured.

The 3-year-old dog is a mixture of shepherd and fox terrier with a bit of black and tan. Ramthun gave the mongrel’s coat a trimming for the warm weather. It wasn’t a very beautiful haircut. The next two nights Jack went to the station but waited out of sight until the train was gone and then claimed the bones.

Commented Ramthun: “You know I think that dog was just ashamed to let the cooks see him before his hair grew out a bit.”—St. Louis Globe-Democrat

Woodland Contest Closes With 650 Entries

More than 650 youthful 4-H Club members will compete for prizes in the GM&A’s 1947 Woodland Improvement Contest, according to an announcement by Director of Agriculture and Forestry S. A. Robert.

The second annual contest will award more than $2,000 in cash and special awards, including trips to Chicago for white contestants and Tuskegee for the negro entrants.

Judging of the conservation practices on the one-acre plots will be based on all phases of woodland improvement, including utilization, protection and estimating and marketing of the timber.

More than 300 of the contestants in Mississippi and West Tennessee are negroes this year.
MOBILE AND THE GM&O

The Port of Mobile has many reasons to be firmly confident of its continued growth and prosperity.

The Gulf, Mobile & Ohio Railroad is one of these many reasons. This has been true from the time the GM&O came into being. It is truer than ever today, made notably so, by recent extension of the GM&O system to Chicago and Kansas City through acquisition of the Alton Railroad.

This development promises to benefit not only the Port of Mobile but a broad inland region as well, due to added service advantages.

It is a source of genuine pride to this community that the Gulf, Mobile & Ohio has its headquarters here. And the railroads energetic work in "selling" the Port of Mobile to the territory it serves is genuinely appreciated.

I. B. Tigrett, president of the GM&O and moving spirit in building up the system to its present extensive size, is "home folks" to Mobile. This being the case, it sounds almost superfluous to welcome him as a guest on any occasion.

However, his scheduled visit and address Thursday to a Mobile civic club marks his first return "home" since final approval of the Alton purchase, and thus becomes an appropriate occasion to express Mobile's esteem for him and to congratulate him on the important new expansion of the Gulf, Mobile & Ohio.—Mobile Register.

The Abraham Lincoln funeral train which transported the 16th president's body from Chicago to its final resting place in Springfield, Illinois. Enroute to Springfield, twelve thousand persons assembled in the rain at Joliet. At Lincoln, Illinois, the train passed under an arch bearing Lincoln's picture.

The funeral car was purchased by the Union Pacific who sold it to Franklin Snow in 1905. In 1904 the train was placed on exhibition at the St. Louis Exposition. It was later moved to Joliet and remained on the Alton tracks there until it was purchased by Thomas Lowery of Minneapolis in September, 1906.

After this purchase the history of the train becomes somewhat obscure, but it is believed that it was re-purchased by the Union Pacific and later destroyed by the Omaha fire.

Gulf Transport Charter service is now being used to carry fishermen from Mobile toDestin, Fla., for an all-day trip of deep-sea fishing at the snapper banks there.

The T. J. Moss Tie Company: St. Louis, featured a photo of the GM&O's Springfield station in the June issue of its publication "The Stamp of Character."

The News is indebted to Vice-President George Hanaway of that company for this information.

The News regrets to learn of the death of Chief Dispatcher C. E. Boykin, retired Tuscaloosa resident. Mr. Boykin has been a resident of Tuscaloosa since 1903.

Carelessness

"I am more powerful than the combined armies of the world.

I have destroyed more men than all the wars of the world.

I am more deadly than bullets and have wrecked more homes than the mightiest siege-guns.

I steal, in the United States alone, more than three hundred millions of dollars each year.

I spare no one, and I find my victims among the rich and poor alike, the old and young, the weak and strong; widows and orphans know me.

I cast my shadow over every field of labor, from the tilling of the soil to making of every necessity.

I murder, maim and cripple thousands upon thousands of wage-earners every year.

I lurk in unseen places, do most of my work silently. You are warned against me, but you heed not.

I am relentless. I am everywhere—in the home, at the mill, on the streets or wherever man will venture.

I am imitated and glorified by some in false bravado; I make men risk their lives to appear brave before others.

I bring sickness, pain and misery, degradation and death, and yet few seek to avoid me.

I destroy, crush, or kill. I give nothing, but take all.

I am known by all, yet none betray me.

I am your worst enemy.

I am CARELESSNESS."

—The Seagull, NSD Clearfield
Along the Line...

TRAFFIC DIRECTOR AT THE THROTTLE

Recent traveler on the Rebel was Mrs. A. K. Reed, Tupelo, with a group of 23 young campers bound for Noshutah, Wisconsin. The group composed of boys and girls from Corinth, Meridian and Birmingham, was escorted on the trip by District Passenger Agent J. R. Stevenson.

Vice-President (Purchases and Stores) H. E. Warren was elected Vice-Chairman of Purchases and Stores Division, Association of American Railroads at Annual Meeting in Atlantic City in June. Mr. Warren's election marks the first time that an official of the GM&O has held an administrative office in the Association.

Traffic Manager E. B. Farrell won the Don L. Hartman Cup at the Annual Golf Tournament of the Mobile Traffic Club with a low net of 70.

Tom Martin, son of Vice-President (Industrial Development) T. T. Martin, won the annual Nolan L. Littlegreen Memorial Golf Tournament crown at Mobile's Spring Hill Golf course this month. Tom, already Mobile junior champion, was awarded possession of the cup for one year over a field of 80 contestants.

Mr. James W. Harley, Director of Traffic for the U. S. Rubber Company, was a recent guest of Assistant Vice-President E. B. deVilliers in Mobile. Mr. Harley inspected the various facilities of the GM&O and then posed for a photograph in the cab of the Rebel.

The News regrets to learn of the death of Chief Night Dispatcher H. L. Bradley, Jackson, Tennessee, from a sudden heart attack.

Two members of the Mobile Accounting department died in June, A. F. Church, aged 65, passed away on June 15, and Claim Investigator Leslie J. Shaw, Auditor of Receipts Department, died after a sudden illness on June 17.