Three Traffic Officials Promoted

Mr. Brautigan's experience goes back to 1923 when he was first employed by the company and he held various clerical positions in the rate department in St. Louis and Mobile, being appointed Commerce Agent in 1956. He was promoted to Assistant General Freight Agent-Commerce in 1959 and General Freight Agent-Rates in 1967.

Mr. Marlin also began his career with the company in St. Louis, as a rate clerk in the Traffic Department. He was named a Special Representative at Mobile in 1940 after having served in various clerical positions in St. Louis and Atlanta. After one year as Rate Clerk at Mobile in 1948 he was made Chief Rate Clerk, the position he held at the time of his most recent promotion.

Traffic Control System

Work Pushes Northward

Another segment of GM&O track between St. Louis and Chicago will be ready for inclusion in our Traffic Control System in October, making a total of 188.5 miles thus far under which train operations are directed automatically from Bloomington dispatching headquarters.

The work started initially in Mobile, where our double track between St. Louis and Chicago began. The last segment to be completed is an eight mile stretch from Odell to Dwight and work is already continuing northward towards Joliet.

Under the system, the dispatcher at Bloomington sees the position of all trains on a lighted board in front of him. He can activate the signals and switches governing their operations, thereby reducing stops and starts and speeding up operations generally.

Because the system is so efficient, passing trains in strategic areas replace the need for double track and the second track is removed as the modern electronic controls are put into use. The rail that is taken up is used elsewhere on the railroad.

For a number of years we have had a similar system in operation over Alto Pass, the steepest grade on the railroad, where train operations are controlled from Murphysboro, Here in this trouble-some area, south of St. Louis, train stops and starts have also been reduced to a minimum.

As an adjunct to the Murphysboro operation, signal forces are now putting finishing touches to a similar system at Percy, Illinois, that will speed up the movement of our Massey-Monckton coal trains. The activation of signals and the main line switch from dispatching headquarters will permit a smoother flow of coal trains to and from the mine.

Take a Bow

In a letter in which he said was directed "to an understanding and safety-minded railroad," Columbia, Illinois Chief of Police Walter J. Rieseling thanked the personnel who manned trains passing through the City during its annual festival.

"The extreme caution and courtesy displayed was noted by many of the citizens of this community, the visiting people from out of state and the City Council of Columbia," the Chief wrote.

Murphysboro District, take a bow!

Heads T.O.F.C. Service

J. R. Billingsley, who has been closely associated with piggy-back service since its beginning, was selected to head the Trailer-On-Flat-Car department with the title of Manager.

Mr. Billingsley succeeds the late J. P. Cole and was his assistant at the time of Mr. Cole's recent death. The new Manager of T.O.F.C. service has been with the company since 1963, starting out his railroad career in the Traffic Department. He was promoted to Assistant Manager of Merchandise Traffic in 1964, after six years as Chief Clerk. At the time of his newest promotion he was Assistant Manager-T.O.F.C.
Old G M & O Engine Steams Again

If any of you old-timers remember a GM&O (now GM&O) passenger steam engine, No. 425, (later renumbered the 580) you'll no doubt be happy to know that she is as shiny as new and running regularly on a 2% mile stretch of branch line track between Phoenixville and Kimberton, Pa., which a group of 40 rail fans purchased from the Reading Railroad last year.

News of the old 137-ton Pacific type locomotive comes from an article in the Suburban West edition of the Philadelphia Evening Bulletin. Telling about the operation of the little railroad that has been named the Valley Forge Scenic Railroad, the article has this to say about the engine that once saw duty on our own railroad and was sold, according to our records, to the Spencer Engineering Company of Walden, N.Y. in 1949.

"The engine built in 1928 by the old Baldwin Locomotive works, is leased to the VFSC by its owner, Malcolm Ottinger, a Phoenixville machinist.

"Ottinger bought it in 1962 from the owner of a Louisiana quarry, where it had been used to haul gravel and sand.

"The locomotive, which according to Obrecht (Guy C. Obrecht, operating vice president of the Valley Forge line) is the only one of its type now in operating condition in this part of the country, was owned by the Gulf Mobile and Northern Railroad.

"It was numbered 425," he said, "when the GM&O merged in the early 1930's (1930's) and became the Gulf Mobile and Ohio, they changed its number to 580. Now we've given it back its old number."

The Evening Bulletin article continues, "The engine was operated by the GM&O until about 1940, when the line switched to diesel-powered locomotives. It was this transition on most American Railroads that has made an operating 'iron horse' such a rarity today."

The article went on to tell about the "amateur" railroad that is run "professionally" and of the week-end excursions it makes back and forth over its short line as a hobby for its employees drawn from all walks of life.

Not A Railroad Tariff In Sight

"If I were ever going to rest, I decided I had better start before it was too late," Karl Gottschaldt said from an easy chair in his attractive Spring Hill home at Mobile. At the urging of his associates, the Assistant Vice President - Traffic had twice postponed the effective date of his retirement.

But deceleration from an exacting job that has largely centered around the proper pricing of our services has not come too easy for him. After three months away from his office, Mr. Gottschaldt admits his head still buzzes with business and he hasn't yet learned "to sleep late in the morning."

This is quite understandable for the intensely active executive who came to America from Germany in 1914 to make his home with relatives. As a messenger boy in the Traffic Department shortly afterwards he was intrigued by the inter-office letters discussing this railroad rate and that one. At night, when everything was quiet, he would return to the office and amidst the myriad of technical tariffs work the subjects out over again for his own knowledge.

His rise in the Traffic Department was steady and since 1926, when he was made Assistant General Freight Agent, he has been in an official capacity.

Both in number and in expression, the letters Mr. Gottschaldt received from shipper and railroad associates since his retirement attest to the very high esteem in which he is held in his profession.

One large industry that he helped in establishing its basic rate structure presented him with a scroll "as an expression of our appreciation for your outstanding cooperation and friendship."

Another one declared there is "no one who has approached your dedication, directness and fairness." Still another shipper letter of appreciation said, "Your greatest contribution was in compelling other railroads to adopt progressive new concepts in pricing."

His retirement brought this expression from GM&O President Glen Brock, "He was one of the great ones and a little something special."

For the "whealhorse," as he was often referred to, there are more than 100 prized azalea bushes to attend around the attractive iron-grilled home in which he and Mrs. Gottschaldt reside in suburban Mobile. Fishing is out as a past-time, says Mrs. Gottschaldt, "he doesn't have the patience to wait for them to bite." But there will be books, lots of them . . . but not a railroad tariff in sight.
Gulf Transport Buses Travel Far and Wide

Don't be troubled. Gulf Transport buses do not ordinarily turn around on busy highways or park across city streets. This picture of one of our highway subsidiary's newest buses, showing a part of Mobile's skyline in the background, was made on Interstate 10 which had not been opened for traffic in the area at that time.

Gulf Transport buses operate over their own route from Mobile to St. Louis and Springfield, Illinois, and from St. Louis to Evansville, Indiana. On charter service they have made trips into every state in the U. S. and have handled such entertainment celebrities as the Lawrence Welk band and Holiday on Ice International. One bus has just returned from a 31 day charter trip to Alaska.

Keenly interested in the new bus when it arrived were Traffic Manager J. H. Bachar, Dispatcher J. R. Langley, whose father was the popular GM&O agent at Jackson, Mississippi for many years before retiring, and Operator A. G. Smith.

Active Conscience
The railroad recently received two one dollar bills enclosed in a plain white envelope and postmarked Philadelphia. Similar restitutions have been received before. Sometimes the money is accompanied by a letter of explanation telling of a stolen passenger train ride many years ago or of receiving some railroad service for which the repentant failed to pay.

The Company keeps a special account of such funds, usually under five dollars each. There is no way to answer "all is forgiven," the letters are always unsigned. But there is the knowledge that some troubled soul has received peace of mind, for as the ancient Greek poet and dramatist Sophocles once observed, "there is no witness so terrible — no accuser so powerful as conscience which dwells in us."

James P. Cole
James P. Cole, widely known up and down the railroad in his travels as Manager of Merchandise Traffic and later as Manager of Trailer-On-Flat-Car Service, died suddenly on August 27 while on a business trip to Jackson, Miss.

Mr. Cole had been with the railroad since 1928, serving in various positions at Jackson, Tenn., and Louisville, Miss., before being transferred to Mobile in 1949.

Survivors include his widow, Mrs. Elizabeth Cole of Mobile; a brother, Dr. Charles H. Cole of Waynesboro, Miss., and a sister, Mrs. E. J. McGhee of Chicago. Ill. Funeral services were conducted at Waynesboro.

Mr. Cole was scheduled to retire on September 30 when he was stricken with a heart attack in a Jackson Motel and died at the Baptist Hospital.
Bar Bigger Trucks
St. Louis Globe-Democrat

Any motorist who has had to combat big trucks in traffic will shudder at the thought of longer, heavier, wider mechanized monsters endangering lives, crushing pavement and breaking down bridges.

The threat is dangerously close to becoming reality.

Imagine a trailer truck more than 100 feet long and weighing 60 tons, nearly twice the weight of big trucks now being used.

Visualize, if your nerves can stand it, this rubber-tired freight train barreling toward you on a dark, rain-slick highway when the glare of headlights makes it difficult to pass even a normal-sized automobile.

Think about being behind these monsters on the Vandeventer overpass of Highway 40 during the evening or evening rush hour.

How would you like to have one of these juggernauts jackknife across your path on Highway 70?

Consider long lines of these "trains" chugging along the street where you live, pulverizing the pavement and knocking the plaster loose in your house.

Do these thoughts make you jump? It would be better if they made you indignant. Indignant enough to demand that the big truck lobby be defeated in its drive to push through legislation in Congress that would make our roads unsafe for all.

The Senate, before the bulldozer tactics of the truck lobbyists, has already approved a bill permitting load limits to be raised from 42,000 pounds to 148,000 pounds on interstate highways.

The Senate has also approved trucks wider than safety allows.

Thanks to Mr. Hebb

In his usual efficient manner Relief Dispatcher R. E. Hebb of Bloomington helped to reunite four young girls with other members of an Illinois Association of Junior High Students Councils camping party. They had become "misplaced" not knowing that our train did not stop at Lexington.

His prompt and courteous action prompted A.J.H.S.C. Executive Board member Richard Duran to write Superintendent H. B. Ritter: "A special thanks to Mr. Robb" and to express commendations "to your railroad for having on it's staff such considerable and capable people".

Gets Fifty Year Pin

It was quite an occasion when Emil B. Walker, left, Chief Statistician in the Operating Department, turned the fifty year mark recently and was presented with his pin and white pass by Executive Vice President and General Manager B. V. Bodie.

Mr. Walker's initial job was as a messenger and yard clerk at Venice, Illinois and while holding such other railroad positions as Switchman, Yard Engine Foreman, Yardmaster, Terminal Trainmaster and Assistant Manager of Personnel he still found time to get a degree in law at night school. While he never actively practiced law, he says he has found this background helpful in his everyday life through the years. Mr. and Mrs. Walker have made their home in Mobile since 1948 being transferred there from Chicago.

With Mr. Walker and Mr. Bodie in the picture are from left to right: Assistant V.P. E. C. Lauten (head turned); Secretary-File Clerk C. T. Robertson; Miss Shirley Bishop, Secretary to Executive V.P. and Gen. Mgr. Contract Counselor T. A. Steel; M. D. Murphy, Secretary, pass-clerk; Miss Nula Sypsa, Secretary to Ass't. V.P.; T. P. Gleason, Labor Relations Officer; Miss Margaret Costello, Chief Clerk to Ass't., V.P.; Mrs. Teri Cassil, Steno.-clerk; P. E. McMullen, Chief Operating Clerk; W. S. Pipes, General Superintendent; L. C. Windham, Ass't. V.P. and B. S. Bowron, Special Assistant, Personnel.

Those now being used are eight feet wide. Everyone who has had the experience of having a big truck come uncomfortably close will agree that increasing the width by six inches is a public menace. Yet the Senate has agreed to permit this.

Only an overwhelming public reaction can keep this frightful bill from being passed by the House, where the bill already has been cleared by committee approval.

Let there be no doubt that the average taxpayers motorist, and not the big trucker, owns the nation's highways.

There are 97 million registered motor vehicles in the United States.

Of these, 80 million are passenger cars and 15 million are light trucks. The remainder are big trucks and buses.

No matter how loud the big truckers scream about high taxes, it is the ordinary motorist who foots the major bill for roads.

The big truckers get more than their money's worth. Only their vehicles require roads and bridges built to carry extra-heavy loads. And only their vehicles inflict crushing punishment on pavement which some 80 million non-commercial motorists must then suffer and endure.

The present condition of American highways is bad enough.

It simply is intolerable to create a situation where every trip on a street or highway will be a nightmare.

Let the truckers ride piggyback on the railroads, where freight trains belong.

Make the highways safe for the 80 million motorists who pay for them.
Exactly 48 Years Ago

Engineer Grady McMillin stepped down from Switch Engine 604 at Louisville, Mississippi, on September 3 to end a railroad career that began as a fireman exactly 48 years before. There at the end of the final week of his days were Bill Bennett, Assistant to Master Mechanic, left and on Mr. McMillin’s right, Assistant Trainmaster Jimmy Doolittle; Engineer Terry Blackcock and R. T. Simpson, Switch Engine Foreman.

Mr. McMillin has been an engineer since 1927 and has made his home in Louisville since 1946. Grady plans to spend most of the winter hunting around his Higpoint farm with a pack of six beagles he has raised. Also planned by him and Mrs. McMillin is an early visit to his daughter Mrs. Judy Kitchin and a little granddaughter, who live in New Albany.

Stayed 21 Years

Mrs. Clara M. Dunn, Bill Clerk in the local Freight Office at Chicago, came to work in 1947 on a temporary basis — “just to help out”. Now after 21 years she is retiring. “There was, of course, a buffet lunch and a farewell present for this very congenial little lady,” reports Freight Agent Tom Freedlund (right). With him is Harry Weitenfeld, Chief Clerk-Cashier. Mr. and Mrs. Dunn, her husband also works for the Company, plan a tour in their newly acquired house-trailer.

With a train, the newly retired Welder Foreman likes to tell about the time his father from the C&A (now GM&O) was visiting a brother in Arkansas and they were watching a freight train pass. After it had rolled by the Arkansas brother asked the brother from Illinois if seeing the C&A car in the train hadn’t made him homesick. Which prompted Mr. Thornton’s father to reply that he hadn’t noticed the name, but to remark that there was no place over there should be raised and tamped.

“Thanks, I believe, is instilled in most truck men,” Mr. Thornton says.

Commended

When No. 33 broke in two members of No. 29’s crew lent a helping hand and due to their efforts in making the proper repairs the delay amounted to only fifteen minutes. Engineer D. E. Stein, Conductor H. B. Jackson and Brakemen J. D. Preston and L. Emmert, all of Bloomington, were commended by H. H. Stockum who said “your actions in this incident are very much appreciated.”

Also thanked “for a fine performance” were Passenger Fireman J. E. Wiggs and Train Baggage L. W. Masters. Through their alertness a hot box on a mail car No. 1 was detected and the car set out.

Without a Job

4:01 P.M. Friday, August 19th, was an exceptional day for Welder Foreman Cecil R. Thornton, for he was without a regular job for the first time since 1920. But for the railroadman, who first worked during school vacations in 1918 and 1919, it was anything but an unhappy event. He was retiring of his own will to seek the rest he so well deserves.

The Chatham, Illinoisian comes from a long line of railroaders, his grandfather, John Thornton, and a Great Uncle, James Thornton, were railroad men. His father, Edwin P. Thornton, worked for the Company at Springfield and was later Section Foreman at Pany Prairie, Illinois until his death in 1939. An older brother, Clarence, was also a section foreman at four different locations on the railroad before his death in 1954 at Chatham. A younger brother, Edwin M., who is Trackmaster working out of Dwight, carries on the family name with the GM&O.

Wins Promotion

Bruce E. Warloe, son of System Scale Inspector Edward G. Warloe and Mrs. Warloe of Bloomington, Illinois, was recenty graduated from the University of Illinois and became President of engineering and estimating of the company of J. L. Wroon and Sons, an architectural firm of Normal, Illinois.

The 31 year old executive worked summers for the railroad while getting his degree in civil engineering from the University of Illinois.

The Warloes can be justly proud of their son who also gave them a surprise party on the occasion of their fortieth wedding anniversary recently. Mr. Warloe has been associated with GM&O since 1941 as a member of the Maintenance of Way Department.

In a similar incident, Train Baggageman A. R. Mitchell’s efforts in transferring mail from one car to another helped get No. 1 under way with a minimum of delay. “It was a job well done,” complimented Mr. Stockum.

Head Brakeman C. F. Hansberger discovered a fire on the third unit of No. 129’s power and extinguished the fire. “It gives me a great sense of pride to know of your performance,” Mr. Stockum writes Mr. Hansberger.

Retirement and Promotions

It was both a festive and a sad occasion when members of the Treasury Department at Mobile said goodbye to Henry W. Passinger, Assistant to Treasurer, upon his recent retirement. Mrs. Passinger was by his side when he cut a cake at an afternoon informal gathering in the office.

Mr. Passinger’s railroad career goes back to the Altoon in 1917 and he was for many years Paymaster at Chicago. With a summer home on Mobile Bay, Mr. and Mrs. Passinger expect to spend more time there after doing some traveling.

Promotions Announced

Three promotions have also been announced in the Department by Treasurer W. J. Wall, Clerks E. S. Irby, W. E. Smith, and John Miller being elevated to the positions of Assistant to Treasurer, Assistant Cashier and Assistant Paymaster respectively.

In the picture from left to right are Treasurer W. J. Wall, Paymaster C. V. Brady, Assistant Treasurer J. R. Eastburn; Mr. and Mrs. Passinger; Cashier R. B. Spafford, Secretaries Mary Daugherty and Dot Sommers and the new Assistant Paymaster John Miller. Mr. Irby and Mr. Smith were regrettably absent when the picture was made.

"Just to help out"