More than 100 representatives of steamship lines, freight forwarders and shippers attended a demonstration in New Orleans of a new type of piggy back equipment that we have introduced into service. One of the many advantages of this telescoping chassis is flexibility of its use between the various modes of transportation.

Container Equipment Shown at New Orleans

A new piece of piggyback equipment for handling ocean freight shipped in containers was exhibited in New Orleans recently by our Railroad and is now in service between the Mid west and Gulf Ports.

The new chassis telescopes so that it can handle one or two 20 foot containers. Another advantage is that it can easily be divided and one container spotted at one loading or unloading dock and the other at another.

Containerization of ocean freight is becoming increasingly popular. By doing so delays, damage and expense in handling is reduced. As the latest development in this field, the new wheeled equipment that we are now using was devised by Xtra, Inc., of Boston, Mass., and manufactured by Dorsey Trailers of Elba, Ala.

When loaded inland each one of the two 20-foot containers on its individual wheels is picked up and put together by the usual truck type tractor. The chassis and containers then move together on special rail cars to the port. Here tractors again take over and move the vehicle to shipside where the containers are lifted aboard. The empty chassis are reloaded with inbound loaded or empty containers and the cycle is repeated.

Urges Vehicular Caution

Mississippi Public Service Commissioner Norman Johnson Jr., in a recent civic club speech that was widely quoted in state newspapers, spoke of the increasing number of grade crossing accidents and urged all motorists to exercise extra special caution.

He said that a study showed 40 per cent of all accidents where highways and railroad crossings were the result of autos and trucks running into trains, mostly at crossings protected by blinker lights. About 30 per cent, he added, occurred in open daylight.

Alarmed at the greatly increased number of accidents during the last five years, Commissioner Johnson observed that the number of trains operating had decreased in recent years and the number of motor vehicles had increased.

Assistant Vice-President

Frank J. Lott, Assistant to President of the Gulf Mobile and Ohio Railroad, has been appointed an Assistant Vice-President of the Company, President Glen Brock announced.

"In his new office Mr. Lott will assume broader liaison duties at the staff level," President Brock said. The new assistant vice president has been associated with the railroad since 1937 and assistant to president since 1942. He will continue his administrative duties as vice president of the GM&O Land Company and to serve as a director of Gulf Transportation Company, both railroad subsidiaries, President Brock said.

Mr. Lott, a native of Jackson, Mississippi, is a graduate of Spring Hill College at Mobile with a B.S. degree and served as a lieutenant commander in the U.S. Navy during World War II.

Senator Appreciative

A whistle stop campaign was part of Chicago's Charles H. Percy's successful campaign for the U.S. Senate. The four-day train tour of downstate Illinois was a significant factor in his recent election, Mr. Percy wrote President Brock recently.

In expressing appreciation for the cooperation of the railroads involved in the movement of the campaign special, Senator Percy said to GM&O, "May I take this opportunity to thank you and all the employees of your company for the excellent cooperation we received while we were on your tracks. Your help was greatly appreciated."

D. F. McCollough, Assistant Freight Traffic Manager of New Orleans, Present but not shown in the picture was Foreign Freight Traffic Manager H. W. Thomson. (See Page 3 — Col's 2 & 3)
Mobile Shops Quickly Convert 50 Hopper Cars to Large Wood Chip Cars

Sound engineering and fine craftsmanship are behind a project of the Mobile (Frascati) shops that quickly added fifty large wood chip cars to this rapidly expanding fleet. Putting on the finishing touches are(inside left) Carmen L. E. Cervin Jr. and Car Foreman J. J. McDonnell. On the scale of the cars at right are Carmen A. C. Lewis, with Mechanician D. T. Brown, while below are Carmen Helper G. T. Moody and Carmen L. O. Gibson. Crew operators J. M. Forsell builds a prefabricated section ahead of the scale. An assembly line technique is used at the Frascati (Mobile) shops to add fifty large wood chip cars to its rapidly expanding fleet. Putting on the finishing touches are (inside left) Carmen L. E. Cervin Jr. and Car Foreman J. J. McDonnell. On the scale of the cars, at right are Carmen A. C. Lewis, with Mechanician D. T. Brown, while below are Carmen Helper G. T. Moody and Carmen L. O. Gibson. Crew operators J. M. Forsell builds a prefabricated section ahead of the scale. An assembly line technique is used at the Frascati (Mobile) shops to add fifty large wood chip cars to its rapidly expanding fleet.

The basic ingredient was part of an order of 70-ton hopper cars that had been recently acquired. Prefabricated sections were quickly converted for them in the shops. One hundred and fifty new large chip cars now on order will begin being delivered in April and will join these converted cars.

The wood chip car is one of the new babies in the family of American freight cars. The demand for it has grown fast in recent years with the development of wood chip as a source of fuel. The idea in England and France long before 1914, it was adopted by the U.S. Shipping Board in 1918 as a protective measure. This car was designed by the Wood Chip Car Committee of the American Railway Federation, of which Mr. Brown was a member.

The first of the converted wood chip cars came off the line January 18, and Mechanical Department representatives were on hand to give it final inspection and approval. Because the cars undergo unusual stress in a shaking operation that unloads them, special attention had to be paid to the conversion details, and all the new parts were given.

The wood chip car is a novelty in the rolling stock roster of the roads, but a very important one.

Two are promoted in Operating Department

The promotion of Arnold H. Burton from Trainmaster, Murphyboro Division, to Superintendent of the Western Division, with headquarters at St. Louis, was announced February 20 by Executive Vice President and General Manager H. H. Busch. Mr. Burton has been in the railroad business for twenty years. He was appointed Trainmaster at Murphyboro Division in 1937.

Mr. Burton is a native of Warrick, Illinois, attended Normal High School and the Illinois State College at Normal.

Trainmaster Burd

Mr. Burd, the new Murphyboro Division Trainmaster went to work at the Illinois Central Shops in Danville, Illinois, in 1948 and served in that capacity at various locations in the Western Divisions until appointed Trainmaster at Murphyboro in 1957, the position he holds when promoted recently. He succeeded the late C. J. Forsell, who passed away in December.

An interesting sidelight of the new Superintendent's career in the two years he spent in the United States Army. After a year, he was assigned to the Army Intelligence School, where he studied the Japanese language and learned to read and write it. He was assigned to Japan Intelligence work in civilian clothes. He assisted in the capture of former Imperial Japanese officials in war crimes. Out of 500 men, he was one of 17 chosen to attend the Army Intelligence School at the beginning of his military service.

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Beat Record Snowfall

Chicago's record snowfall that paralyzed all types of transportation except the railroads is history now. But the performance of GM&O's personnel in the area will be remembered for a long time.

Chicago Terminal Superintendent G. M. Mitchell reported, "Many of our men, who were not able to get home, stayed on the company properly. Section men and others worked continuously for 2 to 3 days. Our trains were not on time, but we were still operating." In a bulletin to all concerned he said: "The Management joins me in extending sincere thanks for your co-operation and loyal efforts . . . ."

The Four-Way Test

The Mobile Rotary Club is conducting a very unusual and interesting program that should be worthwhile to everybody in the conduct of their daily lives.

The Club says ask yourself these four questions about the things you think, say or do.

1. Is it the TRUTH?
2. Is it FAIR to all concerned?
3. Will it build GOOD WILL and BETTER FRIENDSHIP?
4. Will it be BENEFICIAL to all concerned?

Rotary asks won't you try it today?

New Steel Plant in GM&O Industrial Area

Harry Benjamin (seated), President of the Mobile Steel Company, signs papers acquiring 55 acres of land in the GM&O Industrial District in Crichton at Mobile for the construction of a steel plant.

Present with GM&O President Brock (center) and Mr. Benjamin on the occasion were Harry R. Myers (left) President of the Mobile Area Chamber of Commerce and W. K. Wilson Jr., Chairman of Task Force 290, Mobile Area Chamber of Commerce.

From the Past

Herb Murdosh who works in the office of Superintendent George Kelly at Jackson, Tenn., has been delving into early history of the Railroad as a hobby.

He has been corresponding with Mr. Lee Cox of Ripley, Mississippi who fired a mixed-run on the narrow gauge Gulf and Chicago. The Gulf and Chicago operated between Paducah, Mississippi and Middleton, Tennessee in the 1890's and is a part of GM&O today.

Mr. Cox "fired" both Tangle-foot, a six-wheeler, and Dolly, a two-wheeler, popular engines with the country-side in those days. The veteran railroad man remembers he was paid $1.00 a day. Also he recalls how a blind horse strayed on a trestle and derailed Dolly with disastrous results.

Xmas Dinner For "Y"

Through a thoughtful donation from GM&O employees staying at the Granite City, Illinois YMCA, employees of the "Y" and their families enjoyed a delightful Christmas dinner and program.

Writing in appreciation Executive Director Vernon C. Tharp said, "When this kind of program for employees was first thought about it didn't look as though it would be possible. About that time one of your men indicated that there might be some help coming from your direction. With this information the 'Y' Board of Directors approved subsidizing any unpaid balance. . . . Gentlemen, we are all grateful to you and thank you for this generous contribution to our well-being and Christmas joy."
Leaves Main Line

Samuel Vidna Mills has moved over onto the side track after 53 years and ten months on the main line. To make the cross over a little easier Claim Agent Tom Danner Sr., presented him with a gold-triggered shotgun on behalf of fellow employees at retirement ceremonies held at Tuscaloosa, Alabama recently.

But the veteran Track Supervisor, who began carrying water to his father’s section crew as soon as he was large enough to handle a bucket, says he’ll do his hunting within legal shooting distance of the tracks. In this he’ll be close enough to lend a helping hand if called in an emergency, he says.

His first real job was at booth in 1913 and he moved on up in Maintenance of Way from Apprentice, Extra Gang Foreman and Section Foreman to Track Supervisor, the position he held on retirement and to which he was appointed in 1938.

From a railroad family, Mr. and Mrs. Mills also raised a railroad family. Their oldest son, David F. Mills, was a switchman. Another son, Samuel R. Mills, is Assistant Trainmaster for GM&O at Jackson, Tennessee. The third son, James G. Mills, is a Tuscaloosa banker.

One of their daughters, Ennie McSteel, married Daniel M. Avery, GM&O Car Foreman at Tuscaloosa.

In addition to hunting and fishing, Mr. Mills expects to garden and work with flowers around his Tuscaloosa home.

District Track Supervisor

A. C. Hedgepeth Jr., has been appointed Track Supervisor at Tuscaloosa with jurisdiction over the Montgomery Division, Assistant Chief Engineer J. R. Harris announced.

Mr. Hedgepeth entered service in the Maintenance of Way Department at Monticello, Miss., in 1953 and has held various positions as Relief Section Foreman, Section Foreman, Assistant Track Supervisor and Track Supervisor. A brother, Willie J. Hedgepeth is Assistant Track Supervisor at Meridian.

Big Cake For Veterans

"Today, two of our yard engineers at Springfield, Illinois made their last trips prior to going into retirement," R. E. Jones wrote from Bloomington recently. Bob is Chief Clerk to Superintendent F. K. Wall and the rest of his interesting letter follows.

"Mr. Grove Y. Cole entered service February 1, 1916 and W. J. Best entered service July 25, 1918. Together, they have a total of 99 years service.

"Their fellow employees had a little party for them this afternoon, and Mr. Wall and I went down to join them in wishing the two of them well in their retirement.

"Special Agent Barney Harris was on hand with his Polaroid and took a few snap-shots; also, a reporter from one of the local newspapers was on hand and also took pictures. Here is one of Barney’s shots that I thought you might want to use in the GM&O News. It shows the mark-up board for the last day they worked, and the cake that their fellow employees presented them. From left to right, the picture shows J. L. Hunter Jr., General Mechanical Foreman, Mr. Cole, Mr. Best, and Superintendent Wall."

"If you need any other information, I will be glad to get it for you."

Lady Colonels

The ladies step out in Alabama. Three women employees of the Accounting Department in Mobile were among the first feminine Colonels named for their toastmaster Lurleen Wallace after her inauguration into the State’s highest office. The new honorary Colonels are: Ene Foley, Vera Horgan and Cornelia Jones.

Largest Lumber Load

Hugh Thomason, Sales Manager of A. DEWESE LUMBER COMPANY, INC., at Philadelphia, Mississippi sent the News about the picture below of “the largest carload of lumber ever shipped in the South”. Mr. Thomason says, “as you can see, it was loaded on one of your new bulkhead flat cars and contains 82,660 feet of lumber! Local Agent Denver Ragan is shown with Wayne Kirkland, Assistant Sales Manager and Marcone Moorehead, shipping clerk, both of the DEWESE COMPANY.

Fifty Year Pin

Chief Clerk Fred G. Glasser, left re-

One in Five Defective

Twenty per cent of highway trucks, tractors and trailers inspected by the Interstate Commerce Commission’s Bureau of Operations and Compliance were found to be in a seriously defective condition and were ordered out of service until required repairs could be made.