In Memoriam

At a regular meeting of the Board of Directors of the
GULF, MOBILE AND OHIO RAILROAD

held in Mobile, Alabama, February twelfth, nineteen hundred and fifty-nine, it was
unanimously ordered the following minute be placed in the records of the meeting:

On February tenth it became known that the Chairman of the Corporation,
FRANK M. WHORTER HICKS
was critically ill and his life despaired of. The news was shocking. He had been ill
only a few days.

He died in the morning of February twelfth an hour before the Board meeting.
The pall of grief overhanging the meeting made necessary business difficult to trans-
act.

Mr. Hicks was born in Jackson, Tennessee, on July 27, 1893. All of his adult
life had been spent in the service of this Railroad and its predecessors. Beginning in
1913 as a local agent in a small Tennessee town, he served with notable success and
steadily growing responsibilities until in 1934 he was elected Executive Vice-President
of the Gulf, Mobile and Northern Railroad.

In 1940, when this line was merged with the Mobile and Ohio Railroad to become
the great Gulf, Mobile and Ohio Railroad with tracks extending from the Gulf of
Mexico to the Great Lakes, he became its Executive Vice-President, its President in
1952 and Chairman of the Corporation in 1957.

Mr. Hicks was widely acknowledged as an outstanding railroad administrator, and
achieved distinction for his skill in the management of the Railroad’s finances. He was
eminent among the nation’s railroad executives, and no small part of this Rail-
road’s success is due to his superior leadership and direction.

With utmost fidelity he endeavored at all times to promote and protect the best
interests of stockholders, but always with due regard for the employees and the public.

Because of his extraordinary ability and sound judgment, his counsel and services
were sought by many organizations, both business and civic in nature. Notably among
the former were the Protective Life Insurance Company of Birmingham and The
Merchants National Bank of Mobile.

Ever tolerant and considerate of others and of their opinions, unassuming and
reticent to a degree he was often adjudged timid, yet a man of firm convictions, an-
swering from high principles, unimpeachable of character and unfailing in loyalty
to friends, associates and organizations with which he was affiliated. These were
among the attributes that commanded the respect, earned the admiration and invited
the affectionate regard of his fellow directors, the officers of this Railroad and all who
knew him.

BE IT RESOLVED that this Board record upon these minutes our gratitude for
his friendship and outstanding services to this Railroad, our profound grief in his pass-
ing and our sincere sympathy to his beloved wife and children.

G. P. Beck, President
J. F. McCaffey, Director
H. A. Phare, Director
W. J. Rushion, Director
Committee

Railroad Mourns
Chairman F. M. Hicks’
Death on Feb. 12

With saddened hearts, personnel and
friends of Gulf Mobile and Ohio learned
of the unexpected passing of the Chair-
man of the Corporation, F. M. Hicks, at
a Mobile hospital on February 12. Mr.
Hicks had been ill for several days, but
his condition from a respiratory ailment
had not been considered critical until
the previous Monday.

The Chairman of this Company since
1957, and President prior to that, Mr.
Hicks devoted his entire life to the de-
velopment of GM&O. He began his career
as a station agent for the Birmingham
and Northwestern, a predecessor line
which was subsequently merged into the
GM&O; and he early became a part of
the management which guided the expan-
sion of the small local line into a major
trunk line system of some 2,700 miles to-
day.

He held executive positions of comp-
troller, traffic manager, vice president

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Mr. Hicks  
Contd. from page 1

and executive vice president, being elected to this office in 1934. Mr. Hicks was elevated to GM&O's presidency in 1953, and was named Chairman of the Corporation in 1957.

A keen railroad executive with a concisely business mind and a forceful personality, the late GM&O Chairman was known and respected widely in transportation and traffic circles. He was a Director of GM&O, the Merchants National Bank of Mobile, the Protective Life Insurance Company of Birmingham, and of various affiliate GM&O companies.

He was a member of the Advisory Council of Southern Research Institute, Birmingham, Alabama, a charter member of the Touchdown Club, Mobile, Alabama, and for many years has served in an advisory capacity to several civic organizations such as the Community Chest and the Chamber of Commerce. He was a member of the following clubs: Chicago Club, Chicago; Bankers Club of America, New York; Athelstan Club, Mobile; and the Mobile Country Club and Lakewood Golf Club, Point Clear, Alabama. He was a member of the St. Francis St. Methodist Church.

Mr. Hicks is survived by his wife, Mrs. Olive Peale Hicks; a daughter, Mrs. John Hope, Jr.; a son, Frank M. Hicks, Jr.; grandchildren Marianne Hope, John Crawford Hope III, Katherine Allison Hope, Dorothy Lucille Hicks, and Frank M. Hicks III, all of Mobile. Brothers, Robert B. Hicks, Jr., of West Palm Beach Florida and Jack Hicks of Jackson, Tennessee. Sister, Mrs. Marie Hicks McClintock and his step-mother, Mrs. R. B. Hicks, Sr., of Jackson, Tennessee.

Funeral services were held from the family residence at 1907 Old Shell Road, Mobile, on February 13. Interment was in Pine Crest Cemetery.

Newspaper Editorials

FROM THE MOBILE PRESS—

Able, progressive citizens are the greatest assets a community can have.

Such a man was Frank M. Hicks, chairman of the Gulf, Mobile & Ohio Railroad, who died here Thursday after an illness of only two weeks.

Thus, our city, state and nation have suffered a big loss. Mr. Hicks’ passing removes from our town an individual who helped build a vast railroad, stretching from the Gulf of Mexico to Chicago. In so doing, he helped greatly to build a larger, more progressive Mobile.

Men of Mr. Hicks’ caliber are rare indeed. His niche will be hard to fill.

FROM MERIDIAN, MISS. STAR—

Mississippians mourn the loss of a great railroad. Frank M. Hicks, who passed away recently...

Hicks was one of the men responsible for the mergers of several railroads which made the GM&O possible. Among these, local residents will remember, were the Meridian and Memphis, the Jackson and Eastern—rail lines which ran through Meridian, Union and other area towns—with the Mobile and Ohio and the Gulf, Mobile and Northern.

These mergers were responsible in many ways for the economic development of Mississippi, and especially the section in which we reside...

Mr. Hicks had many friends in Meridian and our neighboring towns. And these people will miss his forceful personality and his good judgment.

The nation needs more leaders of this caliber—men who have business ability and civic pride.

FROM MERCHANTS BANK CHRONICLE—

Mr. Hicks had a truly distinguished career. As chief executive of the Gulf, Mobile & Ohio Railroad Company, operator of one of the nation’s leading rail transportation systems, he achieved brilliant success. Outstanding in all fields as a senior railroad administrator he had an enviable and widespread reputation for special knowledge and skill in railroad finance. His life and works are synony-
Eulogize Mr. Hicks

ous with and indelibly written on the record of growth and prosperity of the railroad which he headed . . . . A man with remarkable drive and capacity for accomplishment, the requirements of accuracy, thoroughness, and service to the railroad and its clients which he imposed upon himself, he placed also upon the ever-widening circle of associates whose duties came within the scope of his supervision, contributing importantly to the soundness and stability of the enterprise in which he was an exective figure for more than a quarter century.

The word "humble" has lost its original significance in these days of its sometimes abusive misuse, but finds rightful expression and true meaning in eulogy of Frank M. Hicks, who accepted and bore responsibility and importance quietly, realistically, and modestly. He was in all things a true gentleman in the highest sense of the word . . . .

A member of the Board of Directors for over nineteen years, his intelligent judgment, trained and balanced by knowledge and experience, and his breadth of vision, were invaluable in the Board's deliberations. Those who knew him and worked with him admired him for his attainments and his genuine worth and ability, and loved him for the depth of his personality and his unassuming charm.

The Bank has lost a wise and devoted counselor.

FROM JACKSON TENN. SUN—

Frank M. Hicks, board chairman of the Gulf, Mobile & Ohio Railroad Co., is dead.

In his death, the American rail industry has lost a brilliant leader.

Native of Jackson, Mr. Hicks entered railroad early in life . . . .

With a burning desire to know more about railroadng, and time in which to study, he soon attracted the attention of the railroad's guiding spirit, the late I. B. Tigrett.

Mr. Hicks displayed a genius for railroading fully justifying Mr. Tigrett's judgment of him. . . .

His associates will miss his guiding genius in financial matters, his sound judgment in all matters. The railroad now must depend upon the strong organization which he left.

We join in the general sense of loss caused by the death of a brilliant leader, and in expressing sympathy to his family and associates.

What About Retirement Legislation?

Congress now has legislation before it which would raise benefits under the Railroad Retirement Act by another ten percent and at the same time increase the tax rate, paid by employees and the railroads alike, from 6 1/4 percent to 6 1/2 percent at first, and eventually raise it to 9 percent. It would also raise the tax base on which the retirement taxes are paid from the first $350 of an employee's monthly pay to the first $400.

WHAT DOES THIS MEAN IN RELATION TO YOUR PAYCHECK? Now if you earn $350 a month or more, $21.88 is deducted from your pay check each month. This deduction would go up to $27 per month if the law is passed, and eventually it would go up to $36.00 per month. The railroad matches this amount.

HOW DOES THIS COMPARE WITH SOCIAL SECURITY PAYMENTS? Employees and their companies, many of them competitors of the railroads, pay only 2 1/2 percent on wages up to $4,800 annually, or $100 a month.

WHY THE PROPOSED LEGISLATION DESERVES A CLOSER LOOK. First the retired railroad worker doesn't collect proportionately that much more than the man or woman getting Social Security benefits. Second, any action which adversely affects the business aspects of your profession affects your future too.

HOW CAN THE INCREASED TAX HURT RAILROAD BUSINESS? Any higher, built-in cost for the railroads is a competitive advantage for the trucks, the barge lines, the airplanes and the pipe lines. For instance, if the railroads had been truck lines last year, they would have paid $168.00 less per employee in Railroad Retirement taxes than they actually did. If you were under Social Security, you would have paid $168.00 less, too.

Together, the railroads and their employees paid $336.00 more per man than their competitors. Multiply $336 by almost a million railroad workers throughout the Country, and it's a mighty big differential between what the railroads and their employees pay and what their competitors pay in just one tax. On GM&O alone, the differential would be almost 2½ million dollars annually, and this does not take into account another large amount of money which would be added under similar legislation, also pending, to increase the amount the Company pays alone for unemployment and other social benefits, from 3 percent to 3 1/2 percent and to raise the tax basis on wages from $4,200 to $4,800 annually.

WHAT SHOULD RAILROAD WORKERS DO? Familiarize themselves with this legislation; decide what is to their best interests and then tell their Senators and Representatives about it.

Land For Industrial Area

Bought at Montgomery

Your Railroad recently purchased a tract of land at Montgomery, Alabama to be used for locating new industries. Similar railroad developments are located in eight other Line-cities.

ABOUT THE MONTGOMERY PROJECT, the Alabama Journal said editorially:

Purchase by the Gulf, Mobile and Ohio Railroad of industrial sites in Montgomery proves several things. One of them is that the far-seeing men of the railroad have confidence that Montgomery is to have more industries and that they want to help bring them.

C. of C. PRESIDENT CARL BEAR, said:

"GM&O has evidenced a tremendous amount of confidence in Montgomery. This is the only railroad I know of who has purchased land here in recent years for development of industry."

RETIRED DISPATCHER AUSTIN

The many friends of Retired Dispatcher Laurin Duffie Austin will be distressed to learn of his death last month. He was well known on the Southern end of the Line having worked for 25 years at New Albany and prior to that at Laurel.
George R. Kelly Is New Superintendent at Jackson

W. H. (Bill) Forlines, the competent and popular Superintendent at Jackson, Tennessee retired on January 1st. Since then he has rested at his Gulf cottage near Mobile; visited Bill Jr., in Washington and about now is lolling on the sunny deck of a Caribbean cruise ship.

But he left his reponsible job in good hands. Succeeding him is his assistant, George R. Kelly, who has been at Jackson as Trainmaster and Assistant Superintendent since 1948. Keeping trains rolling comes naturally to the new Superintendent because he is always on the move himself. "The fastest walking and the most observant man I know," says GM&O Division Freight Traffic Manager Cliff Garrard who works with him at Jackson.

These two traits, the new Superintendent attributes to his early training as a yard clerk at New Albany, Mississippi. He taught himself to walk swiftly down a cut of cars and then go back and write down their initials and numbers in the order of their position on the track. This feat earned him quite a reputation. One night, he remembers, the late Chairman of the Corporation I. B. Tigrett, set out his car at New Albany. Shortly afterwards at the instigation of the Trainmaster, Mr. Tigrett called the yard clerk on the telephone to test him out.

When George Kelly told Mr. Tigrett the correct number of a carload of autos on the house track and the destination, he was personally commended and later received a nice letter from his big boss.

The new Superintendent started his career at New Albany "keeping time" for a rail gang in 1922. He worked as a brakeman and yard clerk and in 1931 went to Union as Assistant to the Trainmaster and as George says "general roustabout." He was promoted to Trainmaster at Murphysboro in 1944 and was transferred to Corinth in the same capacity in 1946. He moved to Jackson as Trainmaster in 1948 and was later made Assistant Superintendent. He has two children, George, Jr., 29, an architectural engineer at Florence, Alabama and a daughter Nora Jane, who teaches school at Jackson and is a graduate of Union University.

Bustling about his business George likes to remember another early lesson he learned. This time from a section worker. "Charlie," George Kelly recollects, "never laid his shovel aside in the middle of a stroke; he always followed through."

Line College Confer Degree on GM&O President

On September 23, 1890 thirty men met in Bloomington, Illinois to sign articles of agreement establishing "an institution of learning of collegiate grade", originally planned as Illinois Wesleyan, but soon after entitled Illinois Wesleyan. This was five years before our Railroad built into the area.

Last February 11th, the University inaugurated Dr. Lloyd M. Bertholf as its 14th President. As a part of the impressive ceremonies on the campus, an honorary degree of Doctor of Laws was conferred upon President Brock and also honored was Dr. Donald H. Tippett, Bishop of the Methodist Churches in the San Francisco area, who received an honorary degree of Doctor of Sacred Literature.

In conferring the Degree on President Brock, Illinois Wesleyan Board Secretary, Louis L. Williams, said:

"Glen Porter Brock, Sr., born in Palestine, Illinois; graduate of the University of Illinois; builder and operator of railroads, President of the Gulf, Mobile and Ohio Railroad Company; Methodist banker: humanitarian and community servant: President of your Chamber of Commerce: President of the United Fund of Mobile County, Alabama:

Because of your eminence in your chosen profession of railroadng; because of your active support of your church; because of your participation in everything fine for the community in which you live; because of your giving of yourself as a community servant in many fields; because of your leadership in the business life of your own community and the larger area served by your companies; and because you combine in one person so many of the ideal standards of citizenship and Christian stewardship, Illinois Wesleyan University wishes to honor you.

Therefore, by authority of the State of Illinois vested in the Board of Trustees of Illinois Wesleyan University, and by official action of that Board, I am privileged to admit you to the degree of DOCTOR OF LAWS with all the honors, rights, and privileges to that degree appertaining, in token of which I present to you this diploma, and cause you to be invested with the hood of Illinois Wesleyan University appropriate to this degree.

SAVE CAR FROM FIRE

Conductor E. Graham and members of his crew alertly pulled a car away from a burning mill at Quitman, Mississippi recently and moved it to safety. Superintendent Winston St. John commended, "You and your crew did a good job... prompt action may have saved this car from being destroyed."

50-YEAR EMBLEM CLUB

Engineer Shelton Lessley of the Western Division.
Bridge and Building Foreman M. Smith of Okolona.