GM&O a Part of Docks Expansion Plans

Two important steps looking towards the further advancement of Mobile as one of the world's leading seaports, and in which GM&O figures prominently, were taken by the Alabama State Docks in February.

Governor George Wallace formally "broke ground" for a new multimillion dollar coal bulk handling plant as an addition to the state owned docks and also dedicated the first full containership service for the port.

The new bulk handling plant will quadruple coal shipments within three years, docks officials estimate. The facility is located on McDuffie Island in Mobile Bay, at the mouth of the Mobile River. GM&O serves the island exclusively, with reciprocal switching arrangements for the other Mobile lines. GM&O laid tracks to the island over a causeway several years ago in order to encourage industrial development there.

More than 500 coal exporters, steamship and railroad officials, state, county and city dignitaries attended the ceremony formally launching the new bulk handling plant.

On the same day, Governor Wallace also dedicated a new container ship service by Gulf Puerto Rico Lines at the Alabama State Docks where loading of the initial ship of the service was in progress. In planning for the operation, the Alabama State Docks needed additional waterfront property. In cooperation with Docks Director Rueben E. Wheelin, GM&O President Glen Brock relinquished some 10,000 feet of yard tracks on docks property and it will be relocated elsewhere in the railroad's Mobile terminal. The yard had been previously moved from a GM&O site in the 1940's to accommodate a State Docks expansion program at that time. The 19 acres vacated by the railroad will be used for the storage of container equipment between ship sailings.

New Equipment

In order to expand and keep our freight equipment fleet modern and efficient, 100 new 78-ton coach cars have already been added this year to our constantly increasing car supply. Also delivery in April will begin on an order of 15 new 2,000 horsepower locomotives. The cost will come to more than $3,250,000.

Latest Merger Developments

In latest developments in our merger with the Illinois Central, City Southern and Missouri Pacific Railroads went into Federal District Courts in Kansas City and St. Louis on March 13 and 16 respectively and were granted temporary restraining orders staying the completion of the merger until the Interstate Commerce Commission has approved it for the second time on March 6.

In a related move to the applications for temporary restraining orders, M. C. Matthes, chief judge of the circuit which includes St. Louis and Kansas City, named a three-judge panel consisting of himself and district judges from Kansas City and St. Louis to hear the case. The consolidated hearing has been set for May 22 in St. Louis. Federal law provides that a special three-judge panel must hear all cases involving review of ICC decisions.

Both Missouri Pacific and Kansas City Southern have opposed the merger from the start. Both roads claim that the merger will cause them loss of revenue and lessen competition. In addition, the Missouri Pacific questions Union Pacific Railroad ownership of stock in Illinois Central Industries, parent company of IC, arguing that it might constitute UP control of IC.

Both issues were considered and dealt with in the Interstate Commerce Commission's approval of the merger.

Both Kansas City Southern and Missouri Pacific, together with Chicago and North Western Railroad, had blocked an earlier ICC order of December 28 approving the merger; with petitions for reconsideration filed on January 26. The petitions of the three roads were later denied and the Commission reaffirmed its original decision on March 6. The temporary restraining orders and the three-judge hearing scheduled for May 22 followed.

CN&W did not join in the appeal.

Finalization of the merger awaits the outcome of court proceedings.

Microwave Buildings for North End

Three microwave buildings that General Electric says are the largest of their kind ever brought to their Lynchburg, Va., plant for installation of communications equipment, have been placed in position at Glenn Yard in Chicago, in Lemont and in Joliet.

The fiberglass structures measure 27 feet long, 16 feet wide and stand nine feet high.

The installations will be used in the continued expansion of our microwave system that is now in service between Mobile and Murphysboro with a related leg to Chicago.
Risks Life To Save Toddler on Tracks

T. G. "Tommy" Bryan, Mobile switchman and father of two, risked his life to save a one-year-old child from in front of a moving engine on which he was working recently.

With little regard for his own safety, the young switchman dashed down out of the cab, ran along the engine walkway to the front, and then onto the ground, to carry the tot off the tracks. It was a very close call for both as the locomotive slid to a stop.

Days after his brave act, Switchman Bryan is still being praised by admirers and GM&O President Glen Broek is suggesting that he be recommended as a candidate for the Carnegie Award for heroism in industry. An outgoing young man of 31 years, who drives a "camper" and likes to gab over a citizen's band radio, Bryan is reluctant to be called one of the real heroes he now finds himself in. He will quietly answer questions about the near tragedy, but modestly describes his part as "something anyone would have done ... there was nothing to it."

But others, who know, say differently. They regard his act as one of "cool instinctive courage." Engineer Foreman T. H. Murphy, who was with him at the time, sums it up quite simply, "Tommy put his life in place of the child's."

"There really wasn't much time to think," Bryan recollected several days after the exciting event. He remembers it this way:

"We were making the 'country run' (railroad language for switching the suburban industrial area). We were about at Marine Street where there are houses beside the tracks. J. B. (Engineer King) saw the child first from his side of the cab, plugged her in (put the brakes in emergency stop). I saw something was happening. He explained he heard the distinctive whistling of the air through the valves that to a trainman's ear means a sudden stop. I raised up and saw the child around the nose of the switcher, toddling onto the tracks. I knew I had to save it. The engine stopped a few feet in front of us. An older child took the baby by the hand and led it away."

Rumors words spoken by a brave man. But Bryan the fisherman isn't quite so reticent in describing his experiences with pole and line. He readily admits that he and wife "Peggy" are the best fishermen anywhere around. On the long summer evenings after work, they launch their boat in a stream ten minutes away from their home near Mobile Bay. "We have the limit by dark," he boasts, and friends at Frascati yard say the proof is frequently in his lunch pail — big fat fillets of broom and bass. They chide him about his wife being the one to clean and de-bone the catch. To which the laughing husband quickly explains a part of the sport she likes. "Nobody makes Peggy do anything," he proudly proclaims.

The two Bryan children, son "Tommy," age 10, and daughter Tonye, 8, are a little restless yet for the boat trips, but catch their share from the banks.

Bryan has been with the railroad for almost ten years. He learned the job from GM&O friends and was first hired as a relief switchman. His qualifications are pretty well summed up in letters of commendation and appreciation he received from President Broek and Executive Vice President and General Manager B. V. Eadic following his rescue of the child. "Your act reflects great credit upon you," the Company's president wrote.

And from the Operating Department head, Bodie, "your action ... shows that you are safety minded, had your mind on your business, and you were alert to any situation that might arise. Being safety minded is one of the greatest assets a railroad employee can have. You have demonstrated that you are safety minded."

Death of Mrs. I. B. Tigrett

Mrs. Mary Sue Kennedy Tigrett, widow of Isaac Burton Tigrett who was president and chairman of the Gulf, Mobile and Ohio Railroad and predecessor lines between 1920 and 1954, died in her sleep at her home in Jackson, Tennessee, on February 5.

A highly esteemed leader in her own right, Mrs. Tigrett was 87 years old at the time of her death. She was honored in 1961 as Jackson's "Woman of the Year" in recognition of her community service, which spanned a period beginning in 1904 when she came to Jackson as a bride.

She held office in many benevolent organizations both local and national in scope. She was a founder of the Memorial Hospital in Jackson and was the only woman chairman of war bond drives in World War I.


Interments was in Jackson and pallbearers included Glen Broek, president, R. E. Stevenson, senior vice-president, of the GM&O, and C. B. Whitlow, president of the Railroad's highway subsidiary, Gulf Transport Company.

Traffic Promotion

Gary E. Hearn, freight traffic representative at Chicago since 1969, has been promoted to the position of district freight representative at Pittsburgh, according to an announcement by District Traffic Manager R. S. Strzyzinski with headquarters in Pittsburgh. Hearn has been associated with the Traffic Department since 1964.
A Passing Inspection and a Hello

Crews of No. 38 and the Southbound local, out of Meridian, look each other's trains over for safety and wave a greeting in passing. On the rear platform of No. 38 is Conductor W. C. Cunningham of Meridian, Mississippi.

SAFETY AWARDS PRESENTED in M of W

A new and unusual kind of Safety First award, that has as the basis of merit the sustained perfect Safety record of each employee, has been presented by the Maintenance of Way Department.

The award is distinctive in many respects. Pocket-sized, it resembles the familiar railroad pass. Across the face is designated the exact number of consecutive years the holder has been without a personal injury. Eight hundred and seventy-six members of roadway, engineering and construction divisions who had perfect Safety First records in 1971, when the program started, have been presented with the award.

The awards are updated annually so long as the holder is without a reportable personal injury. Should he be so unfortunate as to suffer a personal injury he surrenders his award until he has completed a perfect calendar year. At that time he starts all over, with just one year shown on his award card. Each award bears the signature of Chief Engineer S. A. Cooper and the immediate supervisory officer.

The top 1971 award went to Section Foreman A. F. Barrow, Section 264, Glenn, Illinois. His award signified that he had worked 50 consecutive years without a personal injury. In fact, his is a perfect lifetime safety record with the Company.

Two others were close with 49 years each without a reportable accident. They were William Hayes of Section 105, Crotnelle, Alabama, and Killis Jones, Section 113, Meridian, Mississippi.

The two award winners with the most number of consecutive years without a personal injury are listed below by Divisions and District Supervisors:


Louisiana Division, R. C. Smith, Supervisor: Veta Woodson, West Columbia,

(Cont'd On Page 4, Col. 1)
Nationalization No Solution

Nationalization of the nation's railroads offers no cure for the industry's problems, John M. Ignatko, Federal Railroad Administrator, declared in a recent address before the Central Western Shippers Advisory Board in Omaha.

"Those who look longingly at other countries' railroads—the nationalized ones—as paragons of efficiency and profit spend too much of their time gazing at the glamorized versions of foreign travel in the travel sections of their newspapers. They are not taking a hard look at the profit and loss pictures of these railroads. These are not so glamorous.

"We in the Department of Transportation have looked long at these figures over a period of time and we see nothing there that makes us want to take over the nation's railroads. In fact, we see just the opposite, and it makes us renew our efforts to do all we can to make sure that such a step never comes about."

Six announced presidential candidates also took the same view that nationalization of the railroads is not the answer. Answering a Railway Age poll in which they opposed government ownership were Democrats Edmund Muskie, Hubert Humphrey, and Eugene McCarthy and Republican Pete McCloskey. Senator Muskie added that S.J.21, which would authorize loans and guarantees for equipment purchases, "is a good example of the way in which government resources should be used to help the private sector do those jobs which the private sector does best."

Paul Harvey Tells Forestry Facts

By PAUL HARVEY

When a great tree slides through the blades of a saw, professional ecologists cry, "Shame!" Professional lumbermen use the tree while professing devotion to the forest, concern for its future.

Is it "rape" or "love"?

The forest is a dynamic part of the ecosystem in which we live, supplying oxygen, watershed protection, wildlife habitat, recreation.

Environmentalists are urging us to lock up what's left, fence in the trees, fence out the man with the saw.

And since 1900 we have already harvested 16 million acres of forestland. That's equivalent to the land area of Rhode Island, New Jersey, Massachusetts, Connecticut and Delaware — preserved permanently as parks and wilderness areas.

Elsewhere, however, the lumberman continues to harvest the forest.

But before we indict him for rape—certainly before we convict him—let's check the numbers.

In the last 15 years he has cut down and used up 197 billion cubic feet of timber.

But during those same 15 years, he and we have grown 246 billion cubic feet of new wood.

Until 1825, man had planted a total of only 1.8 million acres of trees. We're now planting that many every year.

But, the protesters protest, new seedlings are not to be compared to the irreplaceable magnificence of virgin timber, rife with wildlife.

Well, let's see.

Any forester knows that the unmanaged forest is destined to self-destruct. It cuts off its own sunlight. It chokes to death leafy browse. There are 30 to 300 per cent more deer in managed forests than in dense, uncut forests.

I'm not "making a case" for the ax. I saw him abuse his prerogatives in the first half of this century. Unrestrained, he might indeed have ravaged our woodlands beyond resurrection.

NEED PAPER, LUMBER

But unwise restraint is equally shortsighted. We need 560 pounds of paper per year now and we'll need 1,000 pounds each within 25 years. We will need 25 billion cubic feet of lumber; twice as much as now.

Our forests cannot afford to stagnate; they've got to be growing.

Now, about pollution.

You and I consume oxygen, exhale carbon dioxide.

Trees consume carbon dioxide, give off oxygen.

In this way more than in any other, we need each other.

But an old forest of overly mature trees consumes as much oxygen as it generates.

An average acre of vigorously growing young trees consumes five to six tons of carbon dioxide per year, gives off four tons of fresh oxygen—while producing four tons of new wood.

And it cools and humidifies the atmosphere.

The growing commercial forest is the most efficient antipollution "device" so far developed.

The forest has real enemies: careless people, disease, insects. The insect consumes one-fourth as much as the saw and produces nothing.

The man with the saw, planting more than he is cutting, is building us an ark.

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Asks More Road Funds For Crossings

In a recent hearing of the House Public Works Subcommittee on Roads, the railroads urged the establishment of a five-year program to improve 30,000 grade crossings across the country which are in the most serious need of attention.

In testimony before the Subcommittee, Max R. Brown, the president-director for highway-rail programs for the Association of American Railroads, pointed out that railroad grade crossing deficiencies are in reality highway rather than railroad problems.

He emphasized that the railroads are not in a financial condition to make all the necessary improvements but noted that a recent Department of Transportation study estimates they "are spending $93.5 million annually just for grade crossings."

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Alert Foreman Stops Loose Car

E. L. Anderson, relief section foreman of Coal City, Illinois, boarded a moving freight car that had become loose, applied the brakes and brought it to a stop in a quick thinking action that averted a possible serious accident.

The 34-year-old Maintenance of Way Department employee was performing protective service for a Commonwealth Edison line crew at the time of the incident. In recalling the experience he says, “All I knew is that careful car was coming … I knew it had to be stopped and I knew I had to do it.”

Riding the car for some distance, Anderson was able to stop it at the switch at Lorenzo, throw the switch, and with the help of State Highway Department personnel, place the car safely in the siding.

In recognition of his efforts, Executive Vice President and General Manager B. V. Bode wrote, “An act of this nature, involving instantaneous recognition of a situation and the immediate action necessary, is unusual, except to a railroad man possessing an interest in his company and thinking things out, as well as meeting situations that will further interest. I highly commend you … and I want you to know that we appreciate having a man of your training and forethought.”

The Andersons have five children, four of them boys, and are interested in Little League baseball where quick thinking is also necessary in some of the close calls.

Mechanical Dept. Promotions

Four promotions have been announced in the Mechanical Department, by Chief Mechanical Officer P. E. DeWitt.

They are Edgar A. Johnson, Jr., from Assistant General Master Mechanic at Jackson, Tennessee to Assistant Chief Mechanical Officer at Mobile, W. P. Casey from General Engineer Foreman at Venice, Illinois to Master Mechanic at Jackson, Tennessee.

John A. Irwin from General Mechanical Inspector at St. Louis to Mechanical Engineer Foreman at Venice. Earl G. Kitchins from Mechanical Foreman at St. Louis to General Mechanical Inspector at St. Louis.

Family Help

Richard Osborn, a member of the Locustdale section, noticed that the Highway 98 overpass at Mile G-27.7 had been damaged by an automobile and that a part of the bridge guard rail was hanging and fouling the main line. His quick action prevented damage to train equipment if the hanging part of the bridge had not been removed.

“Your interest makes us all the more aware that you are a part of the GM&O family, and we appreciate it,” Chief Engineer S. A. Cooper wrote in thanking.

Heads Claims Group

G. J. Kunde, general claim agent with headquarters at Chicago, is being congratulated on having been chosen chairman of the Chicago Claims Conference for the year 1972.

Piggyback Vice-President

When the National Railroad Piggyback Association held its February organization meeting, J. E. Billingsley, manager of trailer on flat car service for GM&O, was elected regional vice-president south.