Piggyback a Versatile, Popular Service

Piggyback business on our Railroad in- 
creased 100% last year over 1962 and is 
becoming increasingly popular. A good 
example of the versatility of the service is 
this fleet of ten trailers-on-flat cars 
which we recently acquired to service the 
needs of two industries on our Line.

A food processing plant on the Western 
Division wanted to buy a packaging item 
from a manufacturer on the Eastern Di-
vision. Although the plant has an exten-
sive rail layout it required this particular 
item be delivered on the ground in trucks 
to fit better into its production procedure. 
GM&O Piggyback is doing the job suc-
cessfully and a big haul that would have 
gone to the highway is still on GM&O 
rails.

About 50% of our total tonnage origi-
nates from plants like these located at 
points on our Line and many are de-
pendent upon us to keep them competitive 
from a transportation standpoint. This 
year alone GM&O will spend $13,400,000 
on improvements and new equipment to 
help our customers market their products 
more efficiently and more economically.
Just as important, however, is the assist 
that can come only from each GM&O 
employee.

Reason for Smiling

Two recent promotions in the Operating 
Department move Line Trainmaster R. C. 
Thomason (left) up to Superintendent and 
Engineer David E. Jones to Trainmaster-
Road Foreman of Engines.

Mr. Thomason, who will have offices in 
Meridian and Tuscaloosa, began his rail-
road career as Embryeman on the Murphy-
boro district in 1929. He was promoted to 
Trainmaster in 1949 serving at Atoka, 
Tamao and Okolona and later to Line 
Trainmaster serving on the Northern, 
Western and Montgomery Districts.

Mr. Jones came with the Railroad as a 
Fireman in 1945 and was promoted to 
Engineer in 1960. He will pick up his mail 
at Meridian but in his new duties as 
Trainmaster-Road Foreman of Engines 
his office will be on the railroad.

The Public Should Know 
Real Grade Crossing Story

Accidents at grade crossings take an 
uncessarily heavy toll in life and suf-
frring and are always regrettable. Un-
fortunately the railroads in the minds of 
the public are too often considered to be 
the transgressors and totally at fault.

Railroad people can do a lot to correct 
this mistaken impression and should be 
alert at every opportunity to do so.

Recently the Interstate Commerce Com-
mission found after a three-year nation-
wide study of the problem that 
"the principal cause of grade-crossing 
accidents is failure of motor cur-
rier operators to stop or exercise due 
care and caution to observe and 
comply with existing safety laws and 
regulations."

Protection Publics Responsibility

The Commission also made this de-
scriptive conclusion and ruled that 
"highway users are the principal 
recipients of the benefits flowing from 
road-highway grade separations, and 
from special protecting at rail-high-
way grade crossings. For this reason 
the cost of installing and maintaining 
such separations and grade-crossing de-
vices is a public responsibility and 
should be financed with public funds 
the same as highway traffic devices."

Some indication of the scope of the 
protection problem is indicated by the 
fact that there are 224,947 rail-highway 
crossings in the United States. To 
evocate them would cost $93,113,60-
000. Installing automatic equipment at 
the 183,000 of them that do not have it 
would amount to approximately $1,630-
1,600,000.

The Federal Government has long rec-
ognized the public responsibility for grade 
crossing protection. On highways built 
entirely or partially with Federal funds 
the railroads are assessed only in pro-
portion to the benefit they receive and 
this not to be in excess of 10 per cent. 
Illinois has greatly improved its highway 
safety record by creating a special grade 
crossing protection fund from state tax 
revenues. There is no uniform policy 
in the States for allotting crossing pro-
tection costs on local roads and city 
roads nor is there any standard na-
tionwide safety law governing the pro-

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Promising Pattern

With its new unit in operation, the Gulf, Mobile & Ohio has high hopes of improving its long-suffering revenue trend.

"In October," says Gulf, Mobile & Ohio's President F. B. Borch, "we expect to earn a revenue of 50 cents per ton, up from 40 cents last month. This will bring our total up to 450 cents per ton, which is the highest we've ever achieved."

Borch is optimistic about the new unit. He notes that the unit is running at full capacity and that the company is making good progress in expanding its customer base.

Interesting Facts

- The new unit is expected to produce 1 million tons of coal per year.
- The unit will use a new type of coal that is more efficient and less expensive to process.
- The company has invested $100 million in the new unit.

In Appreciation

Taxpayers Deserve A Better Break

President John Doe, a long-time advocate of lower taxes, has proposed a new plan to reduce the burden on taxpayers.

"We need to do more to help our citizens," said Doe. "Our current tax system is unfair and insufficient. We need a system that is more efficient and better suited to the needs of our society."

Doe's plan includes a reduction in the corporate tax rate and a simplification of the tax code.

"Our goal is to make tax filing as easy as possible," said Doe. "We want to make sure that everyone can understand the system and that no one is left behind."

Equal Portraits

Equal Portraits, a community organization, has been working to improve the lives of the homeless in the city.

"We believe that everyone deserves a chance," said Portrait. "No one should be left behind because of their circumstances. We want to make sure that everyone has access to the resources they need to succeed."
A big Hand for G M & O Salesmen in 39 offices all over U. S.

If you were to walk into the reception room of any sizable industry in the United States likely you would meet a GM&O traffic man. Certainly if you asked you would find that like Kilroy, he had been there not too many days before. This man would be a prototype of these men whose faces you see on this page.

By nature the GM&O traffic representative is a warm, friendly fellow, an extrovert, a salesman. By training he is an experienced traffic consultant well versed in the facts of rates, routes and services, particularly as concern our own railroad. His office may be any one of the 39 regional offices strategically located about North America, but almost for sure he has worked at a city on the railroad at some time or another and will know many of the people that you do.

In congratulating those pictured here upon their recent promotions let’s recognize every member of the sales force. They did a fine job last year, increasing freight revenues by about $2,000,000 over the previous year.


William F. Williams entered service at Mobile 1937 and served in various clerical positions until promoted to Freight Traffic Agent Mobile in 1963 and Commercial Agent at Atlanta 1965.

James Gent entered service Kansas City 1956 as Chief Clerk and promoted to District Freight Agent Kansas City 1958 and Commercial Agent Pocata 1963.

C. R. Ashworth entered service as Chief Clerk Traffic Department Peoria in 1952 and was promoted to Commercial Agent there in 1956. He was promoted to Commercial Agent Detroit in 1958.

M. T. Lanaux entered service Mobile in 1957 and held various clerical positions until promoted to Freight Service Agent Mobile 1964 and Freight Traffic Agent Mobile in 1965.


Ralph E. Hargrave entered service 1951 as a clerk at Mexico, Mo. He held various positions in the Yard and Agency offices at Kansas City from 1958 until 1964 when he transferred to the Traffic office there. He was promoted to Freight Traffic Agent, Kansas City, 1965.

F. G. Browning entered service at Mobile 1957 and held various clerical positions until promoted to Chief Clerk office of Division Freight Traffic Manager 1984 and Freight Service Agent Mobile 1965.

Coy E. Belue entered service 1943 at Mobile and held various clerical positions in yard office until promoted to Chief Clerk office of Division Freight Traffic Manager 1965.

Chas. W. Smith entered service at Memphis 1945 and held various clerical positions until promoted Chief Clerk local Freight office and promoted to Chief Clerk Division Freight Traffic Manager 1965.