Big Tire Plant Swings Into Production

The first big shipments began to move out of the new multi-million dollar Goodyear Tire and Rubber Company plant, in the industry, which we serve at Union City, Tennessee, began to step up production earlier this year.

The original $48,000,000 plant covers 27 acres of floor space, and a $20,000,000 expansion has already been announced. When in full production the plant will turn out 38,000 tires a day or about 20 carloads.

When the plant was first announced Goodyear officials said it was to be the largest single construction project in the 63-year history of the Company.

On hand for the initial rail movement were E. C. Ballins, second from left; Manager of the Material Control Division, Goodyear Tire and Rubber Company, and GM&O representatives from Jackson, Tennessee. From left to right Trainmaster S. R. Miller; Mr. Ballins; Division Freight Traffic Manager C. L. Gurnard; Superintendent G. R. Kelly and Division Freight Representative N. L. Homan.

Chain Store Pleased With Switch to G M & O Piggyback

Recently the Railway Age published a story about how the Walker Companies, a hitherto truck-oriented chain store company of Columbia, Mississippi, had effected savings and improved its operations by turning to railroad piggyback service with the help of our Railroad.

The Walker operations embrace 195 stores with a target of 260 stores by the end of 1969. Up until two years ago the Company relied entirely upon highway transportation and its huge warehouse was without rail facilities. A new addition will have such facilities since the Company’s success with rail piggyback.

Following are excerpts from the Railway Age article. The questions were asked by Railway Age’s Contributing Editor Charles Layng. The replies are by E. Homer Wood, Superintendent of Traffic and Warehousing for Walker Companies:

Q. When did you begin rail shipments?

A. For some time, as members of the Mississippi Central Freight Shippers Association, we could get pool freight at Jackson on our inbound shipments. When the cost of trucking the nearly 80 miles from Jarkon to Columbia rose, and we found we were paying a total of $50 per hundred pounds, we decided to investigate rail piggyback.

Q. Have you been able to effect savings?

A. With the assistance of our Gulf, Mobile & Ohio friends, who made some rate studies for us and later, installed a trailer ramp across the Pearl River from our plant at Foxworth, we were able to make a very considerable saving on inbound shipments, which once amounted to $2 per hundred pounds, but has risen slightly since.

Q. What about equipment?

A. We have rented a number of trailers suitable for piggyback service from the GM&O. Since we began using rail piggyback service two years ago, we have been able to keep our truck-fleet level fairly constant, despite increases in business. We still operate 16 tractors and 24 trailers, the latter used practically exclusively for outbound shipments to our relatively nearby states.

Q. Did your success in using inbound rail piggyback service prompt you to study the outbound movement?

A. It did. Malcolm Jones, our traffic manager, and the GM&O people got together and devised a number of in-
Make 1969 Perfect Safety Year, Says
Hillman in Campaign Against Injuries

Supervisor Hillman urges the Roodhouse Section to be careful and not get
hurt in any of his regular safety talks
to District 4 Maintenance of Way men.
Getting some reminders on how to avoid
personal injuries are Foreman C. E.
McGee, J. M. Craigmiles, K. W. Wyatt,
E. L. Fisher, A. W. Eschbach and Relief
Foreman J. L. Myers.

Ray C. Lauten, Sr.

Members of the railroad family were
saddened to learn of the death of Asst-
Assistant Vice President Ray C. Lauten, Sr.,
at his home in Mobile on January 11.
A member of the Operating Department
since 1922, his principal duties were in
connection with personnel matters and
he was widely known and highly re-
pected in this field. He was a native of
Moultrie County, Illinois. He devoted a
lifetime of loyal and faithful service to
the Company.
Mr. Lauten is survived by his widow,
Ruth K. Lauten, two sons William R.
Lauten and Ray C. Lauten Jr., both of
Mobile and seven grandchildren.

Chief Mechanical Officer Esch Retires

Picture Page 4

When C. W. (Bill) Esch was six years old traveling through St. Louis with his par-
ents, he looked out of his train window and saw the Chicago and Alton (CMK&O) red
passenger train come up onto the elevated tracks leaving the station. It was the most
beautiful train in the world to him. And right then and there he decided to become
a railroad man.

Almost 62 years later and after serving
more than 42 years with the Company,
Mr. Esch retired. "It almost seems like
fiction that the dream of my childhood
should have been so fully realized, even
to working for the same railroad as the
red-colored train that so vividly impressed
me so many years ago," Mr. Esch says.

At an informal noonday ceremony De-
cember 31st in the Mechanical Department
at Mobile, friends, associates and mem-
ers of the immediate Esch family gath-
ered with the retiring Chief Mechanical
Officer.

Executive Vice President and General
Manager B. V. Bodie expressed apprecia-
tion of the management for Mr. Esch’s
loyal and efficient service and in a lighter
tone observed that “he had until 12-01 to
change his mind.” The retiring Chief
Mechanical Officer, who has held this
position since 1961, plans to tour the
country with Mrs. Esch in a new house
trailer which he has been equipping for
some little time in expectation of his re-
tirement.

Promotions

With Mr. Esch’s retirement the follow-
ing promotions were announced in the
Mechanical Department:

P. E. DeWitt from General Master
Mechanic to Chief Mechanical Officer.

G. D. Brown from Mechanical Engineer
to Assistant Chief Mechanical Officer.

(Continued on Page 4, Col. 3)
Mississippi Honors Brock and Smith

(From Jackson, Missis-
sippi, Daily News)

"RECOGNIZES PRESI-
DENTS — Governor John
Bell Williams, left, and
Lt. Governor Charles Sul-
 livan, right, presented
resolutions to Glen P.
Brock, third from left,
President of the Gulf
Mobile and Ohio Rail-
road, and W. C. Smith,
President of the Standard
Oil Co. of Kentucky. The
two men, were recognized
for their contributions to
the progress and de-
velopment of the State of
Mississippi and to the
economic advancement of
its citizens. The two busi-
ness executives are mem-
bers of the State Research
and Development Coun-
cil."

Pres. Brock One of Three Chosen
For University of Illinois Honor

President Glen Brock, together with Louis K. Eilers, President of Eastman Kodak
Company, and Dorothy Hunt Needham, President of the North American Benefit
Association, has been selected to receive the highest honor of the University of Illinois
Alumni Association, The Illini Achievement Award.

The presentations will be made at graduation exercises on June 14 and the fol-
lowing is an announcement from the University on the choice of the three executives
to receive the high honor.

URBANA, III. — Glen P. Brock Sr. of
Mobile, Ala., began work as a call boy
on the railroad at the age of 15 and now
serves as a director and president of the
Gulf, Mobile & Ohio Railroad Co.

Louis K. Eilers of Rochester, N. Y.,
joined Eastman Kodak Co. as a chemist
in 1934 and advanced to president in 1967.

Dorothy Hunt Needham of St. Clair,
Mich., became supervisor of girls' club
and junior activities for the North Ameri-

can Benefit Association in 1926 and was
named to the presidency in 1965.

For these accomplishments, the three,
all University of Illinois graduates, have
been chosen to receive the Illini Achieve-
ment Award, highest honor given by the

Presentation of the awards will be one of
the features of commencement exer-
cises in the Assembly Hall June 14, and
color portraits of the recipients will be
mounted in the Illini Union building
where pictures of 37 earlier winners are
on display.

Only Three Awards Each Year

Only three achievement awards are
given each year, to alumni selected by
an Alumni Association committee from
a large number of nominees suggested by
faculty, former students and others.

An exceptional, fourth award was made pos-
summarily last year to Wayne A. Johns-
ton, late president of the Illinois Central
Railroad.

The selection of Mrs. Needham this year
marks only the second time that the Illini
Achievement Award has been given to a
woman. The first alumna so honored
was Irma Phillips, author of radio and
television serials, in 1899.

Commerce and Business Administration
Graduate

Brock, the son of a railway engineer,
was born near Alden, Iowa, and started
his career as a checker and yard clerk
for the Illinois Central at Palestine, Ill. In
the ensuing decade he worked as a chain
man, brakeman and switchman in road
and yard service, and yardmaster; served
briefly in the Army; and earned a bachel-
orer's degree at the University of Illinois,
where he was graduated from the College
of Commerce and Business Administration
in 1922.

Entering the service of the Gulf, Mo-
bile & Northern in the fall of 1922 as
a cost statistician, Brock later worked as
an inspector, assistant general manager
and then general manager. In 1940 he
was elected vice president and general
manager of the combined system known
as the Gulf, Mobile & Ohio, became ex-
ecutive vice president and general man-
ger in 1953 and president in 1957.

The executive is chairman of the board
of trustees of the United Fund of Mobile
County, a director of the Red Cross there,
and a director of the Mobile Area Public
Higher Education Foundation.

He is a member of Pi Kappa Phi social
fraternity and of the University of Illinois
Foundation.

Mr. and Mrs. Brock have two children.
Paul and Glen Porter Brock Jr., both at-
torneys in Mobile.

Piggyback

(Continued From Page 1)

genious ways in which we could make
use of rail services at considerable
savings. The effectiveness of these get-
togethers is such that I wonder that
more companies do not take advantage
of them. Rail piggyback is a very flex-
ible tool. Without it, we would never
have gone back to the rails. With it,
we're increasing our rail shipments
right along.
Popular Ticket Agent Retires; Mayor Presents Him Key To City


"I've seen the good times and the bad times here."

William B. Clooney, made this observation as he retired Friday from a 69-year career as a ticket agent for the Gulf Mobile and Ohio Railroad.

He had a lot of memories from those years, and they all came back at a retirement party held for him by GM&O co-workers on the second floor of Union Depot, a building he saw built in 1914. He came to work as a ticket agent in the old depot in 1907.

Before that time, he worked as a baggage and ticket agent for the old Chicago and Alton railroad station at Pontiac.

Wins Praise

"I've heard nothing but fine remarks about you from everyone that I know. I want to congratulate you on behalf of the City of Bloomington," Mayor Robert McGraw said.

Mr. Clooney doesn't seem to have forgotten a single fact or figure in his railroad career. He said the price of a ticket to Chicago from Bloomington when he began work as an assistant ticket agent in 1907 was $2.54 — 3 cents per mile, one way. Now the same ticket costs $4.49. That's about 3½ cents per mile.

As Mr. Clooney sees it, it was the post-war affluence that wrecked the passenger railroad business. He remembered selling as few as 2,000 tickets during 1944; other years, he said the total ticket sales climbed above 10,000 tickets. Business was especially brisk during World War II.

"I've seen ticket sales drop off quite a bit during the past few years," Mr. Clooney said.

"I'm hopeful that passenger service will come back to the railroads," he said, but Mr. Clooney said it won't be possible without a government subsidy, since passenger train service is not profitable for the railroads.

Tells Plans

What will Mr. Clooney do now that he has stepped out?

"Well, I'm going to get around and meet people — and just keep alive, I guess," he said.

"I'll take a big, long rest — I may go to a few Rotary meetings, too." He's been a Rotary Club member for 46 years.

There probably will be a steady stream of visitors at the big house at 802 W. Oakland. An old timer said, "Heck, everybody knows Bill Clooney."

William B. Clooney, second from left, has been a good will ambassador for the railroad for 69 years, serving over four generations of Bloomington citizens as ticket agent. When he retired January 31 Mayor Robert McGraw, left, was on hand with the well wishes of the entire City. Among Mr. Clooney's many friends and railroad associates present were W. J. McGraw, Assistant Ticket Agent, third from left, and Passenger Conductor H. J. McGraw. The father of the three McGraw brothers was Chief Timekeeper in the Accounting Department for many years.

KEEP CARS MOVING

Honor Docks Director

Alabama State Docks Director Houston H. Feaster (Second from left) receives a certificate of appreciation from the Mobile Propeller Club for his "outstanding service" in developing the maritime industry and the Port of Mobile.

In honoring Mr. Feaster, the Club's president, Jack Campbell, pointed to "a record of unparalleled growth and progress" of Mobile's port in the six years that Feaster has served as State Docks Director. The presentation was made by Captain Harry Hargrove, retired bar pilot third from left. At right is Col. Robert E. Snetzer, Army District Engineer at Mobile.

KEEP CARS MOVING

Don't Get Hurt—THINK
Chief Mechanical Officer Esch Retires

(See Page 2)

The Mechanical Department at Mobile went all out to say goodbye to retiring Chief Mechanical Officer C. W. (Bill) Esch. The bell on the cake locomotive even rings. With Mr. and Mrs. Esch (front row) were Executive Vice President and General Manager B. V. Bodie; The Eschs; Mrs. David Esch (daughter-in-law); Mrs. Carol Horstman, Sec. to Gen. Master Mechanic; and G. D. Brown, Asst. Chief Mechanical Officer.

Second row: C. G. Bahman, Asst. to Chief Mechanical Officer; C. A. Miles, Trav. Gen. Car Foreman; P. E. DeWitt, Chief Mechanical Officer; T. C. Salmon, Asst. to Chief Mechanical Officer; Miss Lois Wiggins, Sec. to Chief Mechanical Officer, and Mrs. Loretta Andrews, File Clerk.

Third row: W. T. Boardman, Engr. Motive Power; S. P. Andrews, Office Manager and David Esch, son of Mr. Esch.

In the foreground is Grandson Barry Esch with Grand-daughter Becky whose head barely appears above the top of the table.

Ends Career That Started At Age 15

John A Blackman, Assistant Auditor Revenues, retired on January 17 to end a railroad career of 86 years that began at the age of 15.

In a parting ceremony, Vice President and Comptroller V. D. Lott expressed his appreciation for Mr. Blackman's loyal years of efficient service. "We will miss you," he said. "But we also know that you will be happy in your new role of rest and relaxation."

Promotions

(Continued From Page 2, Col. 2)

W. C. Gray from Master Mechanic to General Master Mechanic with jurisdiction over the Locomotive and Car Departments, Southern Region.

J. C. McClure from Mechanical Foreman at Corinth, Miss., to Master Mechanic, headquarters Mobile.

A. L. Siler from Carman at Jackson, Tennessee, to Mechanical Foreman at Jackson, Tenn.

Mr. DeWitt, the new Chief Mechanical Officer, started with the Company in 1927 as a Clerc in the Car Department and shortly afterwards was made a Special Apprentice. He worked in this capacity until 1934 when he was promoted to Equipment Maintenance Assistant. He became General Master Mechanic in 1939, the position he held when recently promoted.

Mr. Brown came to GM&O from another railroad in 1940 as Special Engineer and was promoted to Mechanical Engineer the next year, the office he held when appointed Assistant Chief Mechanical Officer recently.

Mr. Gray began his railroad career as a Machinist Apprentice in 1928; was promoted to Supervisor in 1933; to Master Mechanic in 1943; and served in that capacity until made General Master Mechanic.

Mr. McClure entered the service as Carman Apprentice in 1918 and worked as a Carman at various points on the Railroad. He was promoted to Mechanical Foreman in 1937 and has worked at a number of places since then, being promoted to Master Mechanic in January.

Mr. Siler began with the Company as Carman Apprentice at Jackson, Tenn., in 1943 and was promoted to Relief Supervisor in 1968 and Mechanical Foreman at Corinth, Mississippi just recently.

Leslie Farrell Retires

Another oldtimer associated with the early formative years of our railroad in the deep South has retired. Leslie Farrell went to Meridian shortly after entry was made into the city from Union, Mississippi, and also at the time when the Railroad was looking in the other direction which ultimately was a line to Jackson, Mississippi and New Orleans.

Except for about a year and a half when he was Commercial Agent at Meridian, all of Mr. Farrell's service with the Company has been at Meridian. A clerk in the Agency there in 1920 his sales ability was quickly realized and he was steadily promoted until he headed the Meridian office in 1941 as Division Freight Traffic Manager.

His ready wit and conscientiousness in his job made him an outstanding figure in the affairs of the Railroad at Meridian through the years.

He's a luckadalsial fisherman in a private lake where fishing is always good and an avid football fan with an uncanny ability to pick the winners. His many friends are wishing him and Mrs. Farrell all the best in their new leisure years.