GM&O Board Authorizes Payment of Dividends

Gulf, Mobile and Ohio Railroad on May 7, declared a second quarter dividend of 50 cents per share on common stock, for total payments thus far this year of $1. Last year's common payments for the first and second quarters were 25 cents and 10 cents respectively, compared with 50 cents and 50 cents in 1957.

President Glen P. Brock reported April carloadings up to 14.24 per cent over the same month last year, and for the first four months of 1959 up 6.39 per cent over the corresponding period of 1958, but 3.11 per cent below the same 1957 period. Net income for the first four months of 1959 was $299,983 compared with $286,683 for 1958 and $997,691 for 1957.

Also declared was the regular $1.25 per share dividend on preferred stock for the second quarter of 1959. Payment date on the common dividend is June 8, 1959, to holders of record May 18, 1959.

Director William J. Rushen, Protective Life Insurance Co., president, was elected to the five-man executive committee, succeeding the late F. M. Hicks.

Two are Promoted in K. C.:
Mr. A. B. Maier Retires

Two promotions have been announced in the Kansas City freight traffic office.

Mr. James Gent, formerly freight traffic agent, was elevated to the position of commercial agent and Mr. A. B. Crabtree to that of freight traffic agent. He was formerly chief clerk.

Mr. Gent succeeds Mr. A. B. Maier who retired on April 30 at his own request after 26 years with GM&O and its predecessor companies. Vice President Tibor said of Mr. Maier's retirement, "throughout his railroad career Mr. Maier has made many friends in both the railroad and industrial fields, including his associates on this railroad, and he takes with him their affectionate good wishes for the future."

Mr. Gent is a native of Illinois and has

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Make GM&O Best Train Ride In America
Is Objective of Passenger Personnel

Neighborhood is the quality we want to strive for on our passenger trains and in our relationship with the traveling public, President Glen P. Brock told an "ideas" meeting of passenger and operating department representatives in Bloomington on May 20. "We want to treat the little old lady, the farmer and the business man alike," he said, "and give them the kind of personal service money can't buy."

He called for every GM&O employee who comes in contact with the riding public to become 100 percent boosters in the program to make GM&O "the best train ride in America."

Continued on page 4, Col. 1

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Adoption of Realistic, Modern-Day Transportation Policies Needed

Virtually all railroad freight moves under economic or rate control, while only about a third of the intercity traffic on the highways and one-tenth of the traffic on the inland waterways are so regulated.

Growth of private and unregulated transportation has been phenomenal since the end of the war. Within a relatively short time—probably sooner than we think, unless government policy is changed—traffic of unregulated and private carriers will exceed that of regulated carriers. The government then will have lost its control over transportation.

Best available statistics indicate that somewhere around 35 per cent of the nation's total traffic is being moved today by unregulated carriers. Once that figure reaches half the total traffic, regulation will have become little more than a futile gesture, and those carriers bound by it will begin to fall by the wayside. Apparently, only an aroused public opinion can convince Congress as to what is happening, and force the adoption of realistic, modern-day, common sense transportation policies.

From a statement by Clair M. Rodewig, President of the Association of Western Railways at a panel discussion before the Mid-Continent Transportation Institute.

Seek Another $1 Billion For Benefit of Barges

Barge spokesmen want another $1 billion spent on their behalf next fiscal year, which begins July 1.

Speaking for the National Rivers and Harbors Congress, Representative Overton Brooks of Louisiana noted that only a little less than $1 billion is being poured into barge rights of ways and other waterway projects this year.

What sound reason is there for subsidizing the barge operators with another $1 billion? Mr. Brooks: "If the country can afford to proceed with improving roads and airways, it can also go ahead with waterways."

One billion dollars is about 8% of the amount the federal budget is in the red for the fiscal year ending next June.

At the same meeting that prompted the proposal for spending another $1 billion, the group reaffirmed its opposition to user charges on inland waterways that would repay some of the taxpayers' outlays.

Commendations

While performing his duties in the Slater, Missouri yards, switchman C. E. Peel discovered a broken rail on Track No. 1 and reported this defect to the proper authorities so that repairs could be made immediately. Superintendent J. C. Miller commended Mr. Peel for his alertness.

Brakeman J. R. Prindle, Roodhouse, saw a broken wheel under a car of ore while his Train 194 was at Wann and had it set out for repairs. Superintendent Conely told Mr. Prindle "the attention you are giving train observation is very much appreciated" and that a possible derailment was averted.

Engineer C. E. Crowell of the Murphysboro district was complimented by Superintendent Thomason for "alertness and action" in finding a car off-center in Train 31 when it passed him recently.

Switchman C. E. Peel of Slater is being commended for detecting a broken rail on Track No. 1 so that the defect could be corrected.

For service of unusual merit, the following men were commended: Brakeman W. H. Hall, Slater, Mo. Brakeman R. B. Stipes, Slater, Mo. Fireman A. B. Crabtree, Slater, Mo. Conductor G. F. Fischbeck, Slater, Mo. Engineer W. P. Gnagi, Slater, Mo. Telegrapher R. T. Vermillion, Higginsville, Mo. Brakeman T. M. Gilliam, Slater, Mo.

Tip your hat to the Dallas, Texas Traffic Office and thank the Foods Division of Anderson, Clayton & Company for this train-load of soybean oil which moved over our line to their plant at Jacksonville, Illinois. Eastern and Western Division train personnel gave the big shipment a warm welcome and enthusiastic handling.

James A. Whitt, Anderson, Clayton & Company Traffic Manager at Dallas, started the wheels in motion with Cecil Rasberry and Johnny Walker of our District Office there. Delivery was made to William Underbrink, Traffic Manager of the Jacksonville plant.
Conductor Pasley Wins Friends For Trains

Passenger Conductor E. L. Pasley won another friend for our highly competitive St. Louis-Chicago route recently. Mrs. Nannee R. Frothingham wrote Passenger traffic Manager R. B. Weaver regarding a very pleasant trip she had from St. Louis to Alton, mainly because of the courteous treatment she received from Mr. Pasley.

The lady passenger said he was very helpful in assisting her with her bags and with an incident that developed upon detraining.

You can bet that she will go GM&O the next trip she makes.

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GM&O Neighbors Lend Hand: Avert Trouble

Good neighbors at widely separated communities reached out helping hands recently to avert possible trouble for the GM&O and we are appreciative.

Ripley, Mississippi resident Parmer Jones observed a broken rail at the Pine Street crossing in his home town and quickly reported it to Section Foreman J. O. Cole. Train No. 33 was flagged just in time to keep it from going over the broken rail.

Many miles to the Northward at Lawndale, Illinois, Mr. Albert Webb saw a freight car on fire and called not only the Lincoln Fire Department, but also the Bloomington dispatcher.

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D. E. Phelps Commercial Agent at Milwaukee

Donald E. Phelps has been appointed Commercial Agent at Milwaukee. Formerly with another railroad in Minneapolis, he joins GM&O to replace John G. Glasser who was promoted to District Freight Traffic Manager at Minneapolis following the death of Bert B. Briggs, who headed that office.

Mr. Phelps is a native of Minneapolis and has been railroading since 1942. It is a pleasure to welcome him, his wife, Palmi Phelps and their 17-year-old daughter Judith to the GM&O family.

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$957 Million Is Tax Bill for Railroads in 1958

The 1958 tax bill of Class I railroads amounted to $957 million, nearly a third more than the lines were able to spend for plant and equipment modernization during the year, records of the Association of American Railroads disclose.

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Let'er Go... GM&O

They urge Shippers

Starting from the top from left to right by rows are: F. F. Turgeon, DFA, Shreveport; A. F. Loth, DFA, Cleveland; W. D. Hinkle, AGFA, Atlanta.

Second row: Neal Davidson, DFA, Houston; S. G. Thomason, Sup't, Murphysboro; R. N. Sinclair, Western TM, San Francisco; W. J. Harvey, DFE&PA, San Francisco; O. P. Langford, Jr., DFTM, Pittsburgh; R. F. Hobby, DFTM, New York City; F. Castro, Jr., DFA, Tampa; W. A. Bender, Asst. to Gen. Mgr., Chicago; H. J. Conerly, Sup't, Bloomington; A. B. Sutton, DFTM, Detroit; C. F. Groom Eastern TM; L. W. Miller, CA, Salt Lake City; C. E. Jensen, DFE&PA, Denver; E. Rainey, Jr., DFA, Indianapolis; J. C. Glasser, DTM, Minneapolis; F. O. Kunz, DFA, Milwaukee.


Front row: T. B. Peake, DFE, Tulsa; J. C. Miller, Sup't, Sizer; A. A. Anderson, DFE, Jacksonville; R. E. Stevenson, VP, St. Louis and T. T. Martin, VP, (Industrial) Mobile.

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Coast to Coast Traffic Representatives

Swap Sales and Service Suggestions

The third of three sales and service meetings called by President Brock and directed at producing more freight business for the company was held at Chicago on April 22. Concurring this time were the heads of GM&O’s 24 off-line traffic offices and regional operating officers.

As in the other meetings at Meridian and St. Louis there was a round table discussion of our overall transportation services as related to the customer. Emphasis was again on the importance of each individual worker in the production and marketing of the only product we have to sell—SERVICE.

50 Year Emblem

Engineer A. D. Calvert was given a life-time pass and a 50 year service pin on April 14 in appreciation of a half century of service.

* * *

President Brock said that results from the first two meetings were most encouraging. He expressed appreciation for the enthusiasm shown by the GM&O family and for the interest our traffic friends were evidencing in the program.

Vice President Tibor asked employees in every department to be alert to traffic tips and let their nearest traffic representative know about them. “We’ll follow through,” he promised.

From operating Vice President and General Manager B. V. Bodie came assurance of complete cooperation from the service side.

Office Change at Jackson

E. H. Branch has been appointed temporary Chief Clerk to Agent Coltrain at Jackson, Tennessee, succeeding former Chief Clerk C. W. Davis who has accepted a position with the Dyersburg Cotton Co.
Gulf Buses Reduce Fare for GM&O Employees, Families

J. H. Bachar, general passenger agent, advises that Gulf Transport Company, is offering GM&O employees and their dependents reduced fares when they travel on the highway company’s coaches.

As an example of the savings, round-trip transportation for employees will be issued at the applicable one-way fare. For dependents the round trip transportation will be obtainable at 150% of the one-way fare increased to the next “O” or “1.”

The reduced fares will not apply where the fare is 50 cents or less. GM&O annual passes will be authority for the reduced rates or employees can handle with their supervisory officer for reduced rate ticket requests.

Passengers

Continued from Page 1

opened in Bloomington for modernization of equipment. “If there is a defect in the product, we want to correct it,” he assured his passenger department salesmen.

Mr. Brock referred to the passenger department as a $6,000,000 business and said that there was nothing particularly new in the idea being presented; that the objective was to make money out of a private enterprise with a saleable product.

About the amount of service in the future he had this to say, “as far as we know it is constant—what you have today, tomorrow, next year and a long as you can sell it. We are going to try to stay in the passenger business and we can do it if human nature doesn’t change.”

He outlined GM&O’s advantages in the St. Louis-Chicago competitive field such as a doubled track route with block signals for safety; union station to union station availability and frequency of service with eight trains daily.

“But we want them to ride with us regardless of these advantages” he emphasized.

“If we can do this job of neighborliness—and its not routine, not ordinary—every man who meets the train public is going to have to be sold. The effort is going to have to come from the heart until all are 100 percenters.” The neighborliness program is being taken to passenger train personnel in a series of meetings at the terminals. Vice President and General Manager Belin Bodie told the passenger salesmen that everything possible would be done to make the trains comfortable and attractive. “I am sure you can count on the operating personnel for that added personal touch that is so necessary,” he said.

Tape Recorded Music Is Tried For Gulf’s Coach Riders

The first of an order of four new modern highway coaches has just been delivered to Gulf Transport Company and is now in service. The coaches embody the latest in riding and passenger comfort, including lavatory facilities.

As an added feature, Gulf Transport is experimenting with tape-recorded music. Miss Ramona George listens to a selection as the bus is readied for its first run. Miss George is secretary to Gulf Transport Vice-President J. I. Gillikin.

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Assistant Vice President (Traffic) E. B. deVilliers discussed passenger train revenue trends and promotional tactics with his representatives. He said that in the solicitation field the “attention given the passenger is most important.” He also urged passenger representatives to continue their efforts as FBI men for the freight traffic department. “You can discover a lot of freight in your rounds,” he said.

During the round table discussion several outstanding suggestions were developed about how to stimulate greater employee interest in the passenger and greater passenger interest in GM&O trains.

Engineer’s Daughter Heads Rainbow Order

Miss Barbara Stimm, daughter of Regional Engineer W. H. Stimm has received a high honor in the Order of Rainbow for Girls, having just been installed as worthy adviser of Bloomington-Normal Assembly 7.

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Promotions

Continued from Page 1

been associated with GM&O since 1958 when he went to work as chief clerk in the traffic department at Peoria. He was transferred to Kansas City as freight traffic agent in November 1958 and held that position until his recent promotion. He is married and has one daughter Pamela Jean, aged 5.

Mr. Crabtree is also a native of Illinois and began his service as a yard clerk at Kansas City in 1947. He transferred to the Kansas City traffic office as a clerk in January 1955 and worked in this capacity until being made freight traffic agent on May 1. Mr. Crabtree and his wife have a son Bruce, also aged 5.

Retired

After 48 years of service, Mr. H. D. Feltenstein is retiring as yardmaster at Springfield. He was first employed as a yard clerk at Springfield and made yardmaster in 1920.