Examiner Approves GM&O — I. C. Merger Proposal

Approval of the proposed merger with the Illinois Central Railroad was recommended on June 9 by Hearing Examiner Hyman J. Blend. The case now goes before the full Interstate Commerce Commission for further consideration and a final decision.

While there was virtually no public opposition voiced to the merger during the four hearings held, several railroads and the Justice Department contested it. Rejecting the Justice Department's arguments that the consolidation would eliminate a vast amount of rail competition, the Examiner's report said "the record establishes that approval of the proposed merger would not result in loss of an extensive portion of the total railroad service now available to the public."

The Examiner's report noted that the combined operation of the two railroads would provide gross revenues of almost $7,650,000 in new business, about $1,600,000 coming from the connecting rail systems. Certain conditions were imposed for the protection of these railroads if the merger is to be approved. Also the Examiner recommended inclusion of the Columbus and Greenville Railroad, and the Bonhomer and Battenburg Southern Railroad Company and the Fernwood, Columbus and Gulf Railroad Company into the new company, to be known as the Illinois Central Gulf Railroad.

Also noted by the Examiner was that 26 major shippers had supported the merger on the basis that it would mean more efficient rail operations in their shipping areas.

The question of whether the Union Pacific Railroad and the banking firm of Brown Brothers, Harriman own stock control of IC was raised at the hearing but was by-passed by Examiner Blend who said the Commission would consider the complaint at a later date. The Missouri Pacific Railroad asked the merger plan be dismissed because of the Union Pacific's stock interest in IC.

Regarding job protection, Examiner Blend recommended that employees of the two systems be afforded the protection of the so-called New Orleans Agreement. He noted that because of normal employee attrition (the reduction in their number by retirement, death and such usual causes) only a small number of employees would be adversely affected by the proposed merger.

300 New Box Cars Delivered First Quarter

Three hundred new 50 foot, 70-ton box cars were delivered on the line during the first quarter of the year. Down to look over this impressive cut that was showed over to the Alabama State Docks at Mobile for loading by Terminal Railroad industries, were GM&O Division Traffic Manager E. G. Browning, W. S. Engle, Manager Transportation Services, International Paper Company; R. N. Farber, Traffic Manager Scott Paper Company and R. T. Harris, Coordinator-Truck, TOFC, Barge and Air Freight Services, International Paper Company. Expected soon are 100 100-ton covered hopper cars and 25 chain flat cars. Ten 2000 horse power diesel locomotives were ordered in April and will be delivered the first of next year.

Speaking on a Tupelo, Mississippi Rotary Club transportation program re-

(Continued On Page 4, Col. 2)

F. J. Lott Vice-President

Frank J. Lott, Assistant Vice-President at Mobile, was promoted to a Vice-Presidency of the Company on May 2. In addition to his broad liaison duties at the staff level, he will continue to serve as Vice-President and a Director of the GM&O Land Company and as a Director of the Gulf Transport Company, both railroad subsidiaries, President Glen Brock said in making the announcement.

Lott is a native of Jackson, Mississippi and has been associated with the Company at Mobile since 1937. Prior to being named an Assistant Vice-President in 1967, he was Assistant to the President. He and Mrs. Lott are the parents of three daughters and a son.

New Meridian Warehouses

Western Auto Supply Company and Long Wholesale, Inc., have announced plans to construct large warehouse and distribution centers on our Railroad in Meridian, Mississippi. In ground-breaking ceremonies for the auto supply company, Gilbert E. Carmichael, Chairman of the Meridian Industrial Foundation, publicly expressed appreciation to our Industrial Development Department for its help in locating the important industry which will employ about 150 people and occupy 30,000 square feet of floor space.

The new, modern Long facility at Meridian will be the second of the Company's warehouses to be located on the GM&O. We have been serving the original one at Ripley for a number of years.
Railroad Once Helped Set K. C. Clocks

Some people think the change over to daylight savings time causes a lot of confusion. But what about conditions when the country operated on sun time and no two cities had the same time unless they were located on a direct north-south line.

This state of affairs wasn't too much of a problem when stage coaches and steamboats provided the travel link between communities, the Kansas City Times observed in a recent article on the subject. In fact, so little did it matter that leading Kansas City jewelers posted their own individual "standard" time by which their respective customers set their watches and waggled at their correctness, even though no two of the jewelers' times agreed and often differed by as much as 20 minutes.

But when the railroads came along with their single tracks, exact timing became a matter of vital safety in getting trains into sidings to permit others to pass. However, the railroads found a quick solution, the article said, by establishing their own standard times. For instance, on the Chicago and Alton (now a part of the G&M&O) the time on the dispatcher's clock at Glasgow, Missouri, was standard time. This was the logical location for a master clock for it was here that the Morrison Observatory was located.

Admittedly under this system, two trains due in Kansas City from Chicago at 7:40 a.m., one on the C&A and one on the H&AJ, might arrive 19 minutes apart, each on time, before they were even due by Kansas City time.

Kansas City straightened out its muddled time situation by arranging for a huge ball to fall promptly at noon in a conspicuous tube erected on a prominent downtown building. Again the C&A Railroad was in the picture, for the signal that activated the time ball was transmitted from the Morrison Observatory to the city over the railroad's wires and then by Western Union to the actual mechanism controlling the ball.

While the time ball standardized the city's local time, there was still confusion down at the railroad depot. There one found ten clocks, each with a different time. One for each of the nine railroads and one for the city's time.

This was the situation in 1881 when a group of railroad men, scientists and the American Meteorological Society decided something had to be done about the time situation generally and passed the problem on to William Frederick Henry, Managing Editor of the Official Guide of the Railways and Secretary of the General and Southern Time conventions. He went to work and after a year and a half, the newspaper article reported, came up with the plan which set up today's time zones. Nov. 18, 1883, a Sunday, was the official date of the change-over. No government action was involved. The railroads simply adopted standard time and the cities chose between it and their own local times.

Nationally there was a little static, the Kansas City Times observed in its recent newspaper article, but it never became a major issue and after the initial flurry the new time plan was accepted without question. Finally, Congress passed the Standard Time Act in 1918 to make the railroad time official.

Passengers Pleased

In these days when it appears that every critic is an expert on railroad passenger business and the standard indictment is that the service is being deliberately downgraded to discourage passengers, it is encouraging here on the G&M&O to receive many complimentary remarks about accommodations on our passenger trains and about the courteous attention of the men who man them. Some of these recent expressions follow:

From V. B. Allen of Lemay, Missouri . . . The compliments of all the good people who made the tour on Saturday, April 29th, via the G&M&O Railroad to Bloomington to see the American Passion Play we send you with this letter . . . The train accommodations were excellent and the service most courteous and certainly without fault . . . The restaurant, food, service and prices were certainly fine and we are very grateful to you (Regional Passenger Traffic Manager Roy J. Fischer) for all your suggestions pertaining to the trip.

From Mrs. Oliver F. Fultz, East St. Louis, Illinois . . . I have taken the privilege and opportunity upon myself for all the Project Kindergarten in East St. Louis to thank you for such well planned and organized trips . . . Our children really did enjoy themselves . . . Mr. McGraw was a wonderful conductor.

From an article in the St. Louis Post-Dispatch by Theodore Terry following a round-trip to Chicago . . . It turned out to be an interesting trip, but a lonely one . . . For the record the temperature in the car was comfortable. There was ice water in the water glasses and plenty of companion cups. The men's room was sparkling, there was hot water from the faucet marked hot, soap in the dispenser and there were plenty of towels . . . I went to the diner. Nothing had changed. The linen was spotless, the heavy Pullman silver polished, the waiters courteous . . . The bud vase held the only sign of passing time — a plastic flower instead of a fresh one.

From Donald W. Yaeger, St. Louis, Mo . . . Just a note to tell you of our (family) complete satisfaction on a recent round trip to Chicago on the Abraham Lincoln . . . The trains were on time, the waiters were excellent and the food great.

Tax Load Grows

From WASHINGTON REPORT of the U. S. Chamber of Commerce:

The average American has had his tax load grow since the beginning of the century. In 1902 his average tax total was $17.60 — Federal, State and Local. By 1940, the figure was up to $96.00; in 1950, $337.00, and in 1960 his average tax load was $828.00.

The chamber study estimates the total per capita tax for 1970 will be more than $1,650.00 for every man, woman and child in America.

Appointed Trainmaster

B. E. (Bobby) Williams, Conductor of the Louisiana Division, has been appointed Trainmaster at Jackson, Tennessee and in his new capacity will serve at various terminals. He has been with the Company since 1953, working as a Brakeman and Conductor out of Bogalusa, native of McComb, Mississippi. Mr. Williams is married and has two children.
Purchases-Store Manager Retires

Claude T. Verbeck, Manager of Purchases and Stores, retired at his own request recently. He had headed the Department since 1964 and before that had held such important positions as Purchasing Agent, Building Manager, and Special Representative. His first job with the Company was in St. Louis and all but a few months of his entire service was in that Department.

President Glen Brock said Mr. Verbeck's resignation was being accepted with extreme regret and he told the retiring executive:

"You have been a fine and outstanding employee and officer of this company for over forty-six years and during the whole of that time your services have been noteworthy; your performance has been excellent, and you have been known and recognized as a loyal, faithful, devoted and dedicated officer."

Clark Succeeds Him

Named to succeed Mr. Verbeck was F. C. (Frank) Clark, who also has a "lifetime" of experience in Purchases and Stores. Mr. Clark's first association with the Company dates back to 1928 when he joined GM&O as a Clerk. He has been a statistician, Assistant Chief Clerk, and was Chief Clerk-Buyer when promoted to head the office. Mr. and Mrs. Clark have three daughters, four grandchildren and two great-grandchildren.

In other promotions in the Department E. J. (Elwood) Cassidy, Building Manager-Buyer, was appointed Purchasing Agent; W. A. (Walter) Radka, Chief Clerk to General Storekeeper, was named General Storekeeper; J. W. (Joe) Petty, Assistant Chief Clerk, was elevated to the position of Chief Clerk to General Storekeeper and Mrs. Elizabeth S. Izard, Secretary to Chief Clerk-Buyer, was made Office Manager.

Mr. Cassidy joined the Stores Department in 1941 as a clerk, transferring from the GM&O Mobile Agency where he had been working since 1926. During World War II he served with the 33rd Railway Operating Battalion, U.S. Army, in the European Theatre. Prior to his appointment as Purchasing Agent, Mr. Cassidy was Building Manager-Buyer.

Mr. Radka succeeds J. E. (Earl) Joseph as General Storekeeper. Mr. Radka's service goes back to 1922 with the Chicago and Alton at Bloomington, Illinois where he was an Accounting Department employee. The next year he transferred to the Stores Department, and in 1947 moved to Mobile where the Alton became a part of the GM&O system. Prior to his most recent promotion he was Chief Clerk to the General Storekeeper. He and Mrs. Radka are the parents of a son and daughter and have three grandchildren.

The retiring General Storekeeper, J. E. Joseph, is well known over the entire system having traveled the line extensively in his duties. His original employment was with the GM&O, in the Mechanical Department. He joined the Stores Department the next year and, after holding various positions, was appointed General Storekeeper, the position he held at the time of his retirement in 1969. Friends will be glad to know he still walks his six allotted miles daily and is busy with his hobby of woodworking in a well-equipped shop behind his home.

Mrs. Elizabeth (Betty) Izard entered service in 1955 in the office of Auditor of Passenger and Stores Accounts. She has had experience in the Engineering Department and joined Purchasing in 1966. At the time of her latest promotion she was Secretary to Chief Clerk-Buyer. Mrs. Izard is the daughter of the late Claiborne Sehley who for many years was a well-known and admired Accounting Department official at Mobile. She is married and has a daughter, aged 9.
An International "Trip" Along G M & O

No Passport Needed
James I. Reeves, Assistant Supervisor Bridges and Structures at Bloomington, looks into another interesting side of the Railroad and one that has never been explored before.

Using timetables he picks out names and places for an international tour right along the G&M Railroad and finds the girls somewhat discriminated against in the selection of railroad town names.

You pick up a timetable and read the names of places that at first glance appear to be an international route. Should you decide to travel this route, you will travel through such places as Waterloo (Belgium?), Petersburg and Odessa (Russia?), Venice (Italy?), Glasgow (Scotland?), Corinth (Greece?), Cairo and Egypt, Mexico, Louisiana and Nevada. You need not apply for a passport, however, because all of the above towns are on the G&M System.

If you are inclined to travel in the United States only, you can stay along our railroad and still see such places as Memphis and Atlantic without going to the State of Georgia. By going no farther than Illinois, you can go to San Jose, Washington and Wilmington. By staying in Illinois you can also visit Lexington, Columbia, Jacksonville and Lincoln and can save a trip to Kentucky, South Carolina, Florida, or Nebraska respectively. Should you decide to go to West Point, go to Mississippi, rather than the one in New York on the Hudson River.

Interested in art? It may interest you to know that some of the colors of the rainbow have representation on the G&M. We have Blue Springs and Big Blue. We also have a Green Valley, Greenview, and Bowling Green. Red Bud must be one of the most colorful places on the Railroad when the red bud trees are in bloom. To complete the list of colors, we have a Brownwood, a White Hall and a Blackburn.

Along the G&M, you can travel to Plains, to a Prairie, and even to a Fancy Prairie. You can see Summit or even Low Point and if you don't care to be too high or too low, you can go to Normal (Illinois, that is).

Towns that were named after girls are scarce compared to those that were named after boys. On the G&M the girls are represented by Ava, Carrell, and Marion, along with Shirley, Harmony, and Tallula. The boys are represented by the following: Arthur, Clark, Curtis, Crawford, Dwight, Erod, Francis, Garfield, and both Glen and Glenn. We have Godfrey, Girard, Locutco, Lambert, Marshall, Montgomery, Perry, Percy and even Romeo. Finally, we have Rutherford, Sherman, Stanley, Stanford, Sinclair, and Thompson. With 25 male names and 6 female names, perhaps the distaff side is being ignored.

All this goes to show is that the Railroad is many more things than rails, ties, locomotives, cars, bridges, and buildings. It is made up of names, sounds, sights, and even smells. It is a collection of many interesting facets, of which people are the most important.

Changes Announced In Traffic Dept.

Two well known heads of G&M regional traffic offices here retired recently with the well wishes of a host of friends in transportation and industry. Herbert W. Bell, Division Freight and Passenger Traffic Manager at Peoria, Illinois, since 1931, and Neal Davidson, District Traffic Manager at Houston since 1969, ended railroad careers that began more than fifty and twenty-seventy years ago, respectively.

Mr. Bell, who in his earlier days with the Company worked at East St. Louis, and later held top traffic positions in Kansas City, Denver, Atlanta, and Peoria, was succeeded by O. Pierce Langford, Jr., who has been District Freight Traffic Manager at Pittsburg since 1953 after coming to G&M from another railroad.

All of Mr. Davidson's service, which began at Houston as Commercial Agent in 1943, has been in the Texas city. Succeeding him as District Traffic Manager is J. B. (Benny) Mitchell who has been at Memphis since 1950 and Division Freight Representative there since January 1, 1969.

Raymond S. Stryzynski, District Freight Representative at Milwaukee since 1966, was promoted to District Traffic Manager at Pittsburg upon Mr. Langford's transfer to Peoria to head the office there. Mr. Stryzynski has been associated with the Company since 1954 when he went to work in the Accounting Department. He transferred to the Traffic Department in 1963 and was appointed Freight Traffic Representative in Chicago in 1966.

In other promotions and assignments:

James A. Bivens, Freight Traffic Representative at Memphis, promoted to Division Freight Representative there. He joined the Company in 1951 as an Operating Department employee, and was made Chief Clerk in the Traffic Department in 1967.

Terry W. Carter, who was first employed in 1964 at Jackson, Tennessee and has been Chief Clerk at Memphis since July 1, 1969, promoted to Freight Traffic Representative, Memphis.

John E. Loftin, Freight Traffic Representative, Birmingham since 1967, promoted to District Freight Representative, Houston. Mr. Loftin has been with the railroad since 1961, when he was employed by the Freight Claim Department.

A. J. (Jack) Magne, District Freight Representative at Houston, appointed District Freight Representative at Milwaukee. He has held positions in the Traffic Department at New Orleans since 1964, being appointed Freight Traffic Agent there in 1967 and being transferred to Houston in 1968.

James A. Williams, Chief Clerk in the Division Traffic Manager's office at Mobile, since May 1969, promoted to Freight Traffic Representative in Birmingham. Mr. Williams entered the service in the Accounting Department in 1969 and has been in the Traffic Department, also at Mobile, since Feb. 1969.
Time Poses No Problem For Her

Antoinette Burgoyne reached the fifty year mark in the Accounting Department at Mobile recently. As a Statistical Clerk who prepares a valuable weekly report, she has been meeting deadlines for many of those years. But the tight schedules and responsibilities sit easily on Miss Burgoyne’s shoulders. In fact, she quit her job teaching school to come with the railroad because she felt it would offer a greater challenge to her abilities.

In accepting these challenges, she has also been setting quite a record for attendance on the job. In six of the last ten years she has not missed a single regular work day. For the remaining four years her total absenteeism amounted to 79 hours and 33 minutes, or less than ten days. Her respect for the importance of time can possibly be attributed also to the fact that her father was a railroad watch inspector for the old Gulf Mobile and Northern Railroad, (now GM&O). This accounts, too, perhaps for the reason she chose the particular railroad she did.

Antoinette, a gay, friendly person who likes people and they like her, expects to keep right on compiling her important statements — a fifty year anniversary poses no deadline for her.

Engineering Veteran Gets 50 Year Pin

Grant Sessuman, Assistant to Chief Engineer, celebrated his fiftieth anniversary with the Company busily as usual. He did take time out to receive congratulations from Chief Engineer S. A. Cooper (right) and others of the Department. They are from left to right: R. P. Cirgler, Project Engineer; J. A. Briske, Assistant Bridge and Building Engineer and Assistant Engineer Mazzeolla.

No. 1 Tree Farm State

Mississippi continues its leadership as the nation’s number one tree farming state, according to statistics by the American Forest Institute. The state’s 3,592 certified tree farms top the number in all others and is about ten percent of the national total. At least one-fifth of all workers in Mississippi are employed in forest-based enterprises. Forest industry includes over 350 sawmills, 9 wood pulp mills and about 100 miscellaneous wood-using plants.

We would like to think that our Forestry Department, working with rural youth in the encouragement of woods conservation and tree planting, has had something to do with this outstanding achievement.

Deadlines are no problem for Statistical Clerk Antoinette Burgoyne who passed the fifty year mark with the Company recently. Among those attending a noon-day office get-together honoring her were: L. R. Lagman, Demurrage Supervisor; J. C. Ritchie, Head Clerk Station Accounting Bureau; T. C. Adams, Auditor Revenue; W. H. Allen, Assistant Auditor Revenue and G. L. Osing, Chief Clerk.

Ask To Remove Trains

Notice has been filed with the Interstate Commerce Commission of our intention to discontinue our night passenger trains between Chicago and St. Louis with the termination of their respective runs on July 7. The trains are two of the six we now operate between the two cities. Southbound No. 5 leaves Chicago at 11:25 p.m. and arrives St. Louis at 7:36 a.m. Northbound No. 6 leaves St. Louis at 10:30 p.m. and arrives Chicago at 3:30 a.m.

E. B. de Villiers, vice president (traffic) says little inconvenience to the traveling public is expected as so few people use the trains. He says that last year the two trains lost almost $800,000.

The train carries normally one coach in each direction and mail cars, depending on post office department requirements.

Shop Promotions

Two promotions have been announced in the Bloomington shops by General Master Mechanic H. R. Kinney. J. J. Honness, formerly General Foreman, Locomotive Department, was appointed Shop Superintendent and R. W. Paddock, formerly General Locomotive Foreman, was named Master Mechanic. Mr. Paddock will have jurisdiction over the territory Chicago to Roodhouse and Alton, excluding Bloomington, Roodhouse and Alton Terminals.

Mr. Honness entered the service of the Chicago and Alton Railroad (GM&O) as a Machinist at Venice June 19, 1906. He was promoted to Roundhouse Foreman March 1, 1940 and worked in that capacity at South Joliet, Kansas City and other terminals. He was promoted to General Enginemen Foreman at Bloomington February 28, 1944, promoted to General Foreman of the entire Locomotive Department at Bloomington June 15, 1947 and has continued in that capacity until his promotion to Shop Superintendent.

Mr. Paddock entered the service of the Alton Railroad as Electrician Apprentice at Bloomington in September 1939 and after completing his apprenticeship in March 1943 he was employed at St. Louis as an Electrician. He worked as Electrician in both the Locomotive and Car Department at St. Louis until May 1944, when he enlisted in the Navy; and after being honorably discharged he returned to our service as an Electrician in the St. Louis area in April 1946. He continued in service as Electrician in the Locomotive Department at St. Louis and Venice until April 1948, when he was promoted to a Diesel Foreman at St. Louis. He was promoted to General Mechanical Inspector with headquarters at Bloomington January 15, 1955 and continued in that capacity until June 1, 1962, when he was promoted to General Locomotive Foreman at Bloomington.