Behind an ice design signifying the 40th anniversary of the Alabama State Docks, rail, steamship and traffic representatives gather at dinner celebrating the event. From left to right are: Robert Harris, President of the Mobile Traffic and Transportation Club; Jack Campbell, President of the Mobile Propeller Club; Glen Brock, President of the Gulf, Mobile and Ohio Railroad; J. B. Maunenner, President of The Alabama Drydock and Shipbuilding Company; W. J. Amoss, Jr., Vice President of Lykes Brothers Steamship Co., Inc., New Orleans and Houston H. Feaster, Director of the Alabama State Docks.

Alabama State Docks at Mobile Celebrates Fortieth Anniversary

The Alabama State Docks, tenth ranked among 154 U. S. ports in over-all tonnage handled, celebrated its Fortieth Anniversary on June 25.

A wide representation of rail, steamship, and traffic interests were present for the celebration which began the night before with a commemorative dinner sponsored by The Mobile Traffic and Transportation Club, The Mobile Propeller Club and the Mobile Area Chamber of Commerce. More than 280 guests were present in honor of the occasion and to hear an address by W. J. Amoss, Jr., vice president of Lykes Brothers Steamship Co., Inc., of New Orleans.

The day-long celebration at the Docks the next day was featured by booming guns, train rides about the $160 million dollar facility, an aerial show, a yacht parade, a noonday luncheon and speech making.

History of GM&O and Port closely connected

The history of our railroad is closely linked with the development of the port of Mobile. In fact, that part of the System between Mobile and Cairo (the former Mobile and Ohio Railroad) was conceived and constructed to attract commerce from the fast-growing Midwest through Alabama's only seaport.

After a booming start, Mobile's waterfront in the 1860's had settled back into a mere depot for the storage and transshipment of cotton. Because of existing railroads, much of Alabama's own commerce and that of the fast growing Midwest (Continued On Page 2, Col. 1)

Investment In Freedom

GM&O employees have always been loyal supporters of the United States Government's Savings Bond Programs, putting their savings to work for freedom and helping to build a stronger economy here at home through the purchase of these bonds.

Again the Company, in cooperation with the National Savings Bond Campaign, will be glad to make deductions through the payroll savings plan for any purchases you may authorize.

Besides assuring you a sound saving program, U. S. Savings Bonds purchases back up the fighting men in Vietnam and act as a safeguard against inflation. Effective June 1, 1965 the interest on U. S. Savings Bonds was increased from 4.12 per cent to 4.25 per cent and on Freedom Shares from 4.74 per cent to 5 per cent when held to maturity.

One of your associate workers will contact you further in the interest of this very worthy national program.

Glen Brock, President

General Solicitor

Percy W. Johnston, General Attorney for the Railroad with headquarters in the Mobile General Office, has been appointed a General Solicitor. A native Mississippian, Mr. Johnston joined GM&O in 1954 as an Attorney, being promoted to General Attorney in 1956.

The new General Solicitor is a graduate of the University of Mississippi with a B.A. degree and of the University of Virginia with an LL.B. degree in 1947. He was a Captain in the U.S. Air Force and started his legal career as a member of the firm of Johnston, McCall & Johnston in Mobile in 1946. He is married and has two sons.

Brown AAR Chairman

R. Mason Brown, General Freight Claims Agent, was recently elected Chairman of the Freight Claims Division of the Association of American Railroads.
Alabama State Docks

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west was moving to Charleston. 

Mobilians rightfully envisioned that a railroad from Mobile to the Ohio River would correct this situation. The first meeting to organize the City's new railroad was held in 1847. Ground was broken at Mobile in October, 1849, and the line opened through to Columbus, Kentucky, across the Ohio River from Cairo on April 22, 1861.

The Railroad built docks, warehouses and grain elevator and they served the port well until they were no longer needed and their sites became a part of the rapidly expanding Alabama State Docks. In the past ten years some 200,000 cars of GM&O freight have moved over the Alabama State Docks and as a customer we pay the docks approximately $1,000. annually.

Harbor first shown on chart in 1807. Mobile's attractiveness as a good harbor was first recognized in 1807 when it was shown on a map of America. Spanish Admiral de Pineda explored the Bay 12 years later. Frenchman Bienville came in 1699 and sent his brother, Bienville, back in 1702, to found the first colony of Mobile on the bluffs overlooking Mobile River. Nine years later he moved the colony south to the present site of Mobile, where River and Bay meet.

The first government development work on the 30-mile long channel from City to Gulf began in 1827, at a cost of $100,000. And in 1936 Congress appropriated $220,000 for channel improvements, and then there was a channel of ten feet. Today with a 42-foot depth ships of all nations and sizes utilize the port and the modern facilities of the Alabama State Docks.

Operating Changes

Following the fatal illness of Superintendent S. G. Thomason, Murphysboro District, jurisdiction of Superintendent G. B. Kelly of Jackson, Tenn., was extended from Cairo to Tolson, Illinois. At the same time Assistant Superintendent Ralph A. Stephens, Murphysboro District, was appointed Terminal Superintendent, St. Louis-East St. Louis terminals, with headquarters at Venice.

Mr. Kelly knows his new territory well for he was a Trainmaster there from 1944 to 1946. It's been railroading since 1922 when his first job was a Brakeman at New Albany. He spent seven years from 1923 to 1929 as a Clerk in the Agency there and then from 1930 to 1944 as Secretary to the Trainmaster at Union. Then came his job as Trainmaster at Murphysboro, after which he was Trainmaster, Corinith, Miss., and Jackson, Tenn., and Assistant Superintendent, Jackson, Tenn. He has been a Superintendent since 1959.

New Terminal Superintendent

Most of Mr. Stephens' railroad career

Traffic Promotions

District Freight Traffic Manager L. L. Deck is retiring after more than 45 years of railroad service, 43 of them with this Company. He will be succeeded as head of the Detroit Office by William G. (Bill)Mailland who is being promoted to DPTM from District Freight Agent at Akron. Pittsburgh Commercial Agent Allen P. Waldron will be the new District Freight Agent at Akron, succeeding Mr. Mailand. Mr. Deck takes with him in retirement the best wishes of his many friends and associates in the transportation industry. Mr. Deck's first duties with the railroad were as Depot Passenger Agent at St. Louis, after which he served as Eastern Passenger Agent at both New York and Detroit. He was promoted to District Freight and Passenger Agent at Detroit in 1959 and DPTM in 1962.

William G. Mailand

Mr. Mailand, the new Detroit DPTM, came to GM&O at Mobile in 1953 after several years of experience with other railroads and industries. He held sales

OPERATION "HOT PURSUIT..."
T. T. Martin Heads Rail Group in 1968

T. T. Martin, Vice President in charge of Industrial Development Association, was elected President of the American Railway Development Association, at the railroad group’s annual meeting held recently in Montreal, Canada. He served as Vice President in 1967.

More than 200 members representing railway activities and industrial development, real estate, minerals, water resources and market development attended the Montreal meeting.

Superintendent Stockum

Howard R. Stockum, recently appointed Superintendent at Bloomington, Illinois, succeeded the late F. E. Wall who was fatally injured in an auto accident, has an outstanding record of service on the Eastern Division dating back to 1939. His first job was as an Agent-Operator-Levorman. After six years of experience he was promoted to Train Dispatcher, becoming Chief Dispatcher in 1957. In 1965 he was made Trainmaster, Eastern Division, the position he held at the time of his latest promotion. Mr. Stockum is married and has two children.

Move Idle Cars

Idle freight cars cost the Company thousands of dollars every day that could be used for useful purposes. D. A. Currie, newly appointed Superintendent of Transportation says in pointing out the importance of operation “Hol Pursuit” and a full scale attack to keep them moving.

Supt. Transportation

D. A. Currie, who has been associated with the Transportation Department since 1937, was appointed Superintendent of Transportation on July 1. A Special Representative at the time of his promotion, Mr. Currie succeeds Mr. W. G. Harrison who is retiring. (See Page 4).

Mr. Currie’s first job with the Railroad was as a Mail Clerk. He held various clerical positions in the Department and was made Traveling Car Agent in 1947, traveling extensively all over the Line handling related transportation and per

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FEEDING TIME AT THE PUBLIC TROUGH

All levels of government this year will spend a record-breaking total of nearly $20,000,000,000 for highways, water and air transportation facilities — equal to about $400 for each American family.

This, of course, is a king-sized handout for the big trucks, the barges and the airlines. And a large proportion of it comes out of the taxpayers’ pockets, including the railroad.

Federal spending alone in 1968 will total an estimated $6,400,000,000, or over a half-billion more than in 1967. Specific outlay includes:

$410,000,000 for waterways (not including multiple purpose projects, TVA or the St. Lawrence Seaway)
$525,000,000 for Federal Airway System and airport development
$37,000,000 for airports
$59,000,000 for Federal cash subsidies to airlines
Expenditures by state and local governments will also increase over 1967 — from $12,400,000,000 last year to $17,400,000,000 in 1968.

Every President of the United States within memory has recommended that the beneficiaries of these subsidies pay an adequate user charge for the use of the facilities that are provided at public expense. Today twenty cents out of every dollar the railroads take in goes to pay for and maintain their privately owned facilities. By contrast, regulated truckers pay 5 1/3 cents of every revenue dollar for comparable costs on public highways and the users of the nation’s inland waterways ride altogether free.

Bills are once again before Congress that would provide a greater measure of equal opportunity in the transportation market place. Passage would not only help the railroads, but the taxpayers, too.

HOW TO MONOPOLIZE A RIGHT OF WAY

(From Railway Age)

... in a speech prepared for delivery before the Illinois Association of ICC Practitioners last week, Mr. Creedy (President of the Water Transport Association) made a statement which should not go unchallenged.

Commenting on the railroads’ continuing efforts to gain exemption from minimum rate regulation on bulk commodities, Mr. Creedy suggested that “the complaint of inequity of competitive opportunity” does not bear close scrutiny. Then he rephrased the Orwellian dictum on equality: “While the water carriers are more equal in some respects, the railroads are far more equal in many other respects.”

As one example of this, he cited the following:

“Railroads are more equal in the monopoly they enjoy of their right of way. On the river there is complete freedom of entry on bulk traffic and therefore far more intense competition.

“The answer to that, of course, is that anybody can have a monopoly of right of way — if they pay for it. The railroads do. The water carriers don’t. The highway carriers don’t. The air carriers don’t.

If Mr. Creedy still wonders why many railroad men see red when they see a barge tow, we suggest that he need only examine his own statement to find out why this is so.

GRADE CROSSINGS TO STAY

(Editorial in Jackson, Miss. Daily News)

There are more than 200,000 railroad-highway grade crossings in the United States. In 1965, they were the scene of 14,000 accidents. In 1966, there were 1,500 crossing deaths.

Yet, surprisingly, less than 4,000 of the accidents in 1965 involved trains.

According to Federal Railroad Administrator A. Schaefer Lang, about 75 percent of all grade crossing accidents do not involve a train-car collision. They include such accidents as cars slamming into other stopped vehicles, careless motorists skidding into lowered gates or colliding with permanent crossing structures.

Other findings of a Grade crossing action committee set up by the Department of Transportation.

A large number of motor vehicles are hitting trains already at the crossing, indicating a need for more effective warning systems and signs in advance of crossings.

Crossing signs are crowded by highway regulatory and information signs, especially in urban areas.

Present highway warning signs — where they exist at all — are usually based on automobile speeds of 1930s.

It is estimated that it would take more than $100 billion today to separate rail and motor traffic at every crossing — or almost twice as much as the federal government has spent on all highway programs since World War I.

Since this is clearly impractical, the railroads and the government are co-operating in a two-pronged program of improving grade crossing protection systems and educating the driving public.

Trains are here to stay; so are automobiles, and so are most of the places where their rights of way intersect. It is hoped that out of these efforts, the frequency of violence at these intersections will eventually be reduced to the barest possible minimum.

. . . KEEP CARS MOVING . . .
Colonel to Governor

Agent Roger C. Gaines of Decatur, Mississippi is a Colonel on the staff of Mississippi Governor John B. Williams. He was appointed following the inauguration along with James N. Ogden, Vice President and General Council of Mobile and Fred W. Johnson, Assistant Vice President of Jackson, Mississippi.

The new Colonel is also school trustee, Decatur Attendance Center and Past Master Evergreen No. 77 Masonic Lodge. He served with the U. S. Marines from 1940–1945 and saw action on Midway and Guam.

Traffic Promotions

(Continued From Page 2, Col. 2)

positions at Mobile until 1962 when he was appointed Commercial Agent at Detruit. Three years later he was made District Freight Agent at Cleveland and moved to Akron with the office earlier this year.

Allen P. Waldron

Mr. Waldron began working for GM&O at Mobile in 1847. He occupied various positions in the Rate and publicity Department until 1952 when he was appointed Chief Clerk, Merchandise Department. From 1897 to 1909 he was first Freight Traffic Agent and then Commercial Agent at Mobile, transferring to Springfield from there and then to Pittsburgh in 1909.

W. E. Karcher, Jr.

In a promotion in the General Office Traffic force at Mobile, S. M. Knotel, Jr. was promoted to the position of General Freight Agent. Mr. Karcher has wide transportation experience, all of it in Mobile. He started his railroad career in 1916 and came to GM&O in 1947 as an Assistant General Freight Agent, the position he held when promoted recently.

Operating Changes

(Continued From Page 2, Col. 1)

has been in the general area in which he will now supervise. He was a Brake man at Tolsen from 1917 until 1923 when he was promoted to Conductor, becoming Assistant Trainmaster in 1946 and Trainmaster in 1948. In 1970 he was appointed Trainmaster, J&O District, with headquarters at Corinth. In 1972 he was named Assistant Superintendant. Murphyboro, the position he held when made Superintendent, St. Louis-East St. Louis Terminals.

Supt. Transportation

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s duty may be found. In May 1967 he was appointed a Special Representative in the Department, the position he held when promoted to Superintendent of Transportation. Mr. Currie served three years in the army during World War II. Mr. and Mrs. Currie have five children, three of them in college and two in high school.

Commended

Chef C. N. Belden is being commended for his alertness in reporting a hot box on No. 3 at Pontiac, Illinois recently. "I would like to take this opportunity to express to you how much I, and Management, appreciate your alertness on the road," Superintendent H. R. Stockton wrote Mr. Belden, in recognition of his "fine performance."

Studies Forestry

Impressed with GM&O's interest and accomplishments in the field of forestry conservation and improvement education, a representative of the Greek government, Mr. Demesthenes F. Sidrakides, conferred with GM&O representatives recently on an 11-month tour he is making of the United States.

Mr. Sidrakides, a Food and Agriculture Fellow in Forest Economics, toured the coastal timber belt with Vice President, Industrial Development; T. T. Martin and Agricultural and Forestry Agent Wayne Burrage. He was particularly interested in the various contacts our railroad sponsors with various civic groups to interest rural youth in developing and improving wood lots. He also heard of our other related programs with regard to the overall promotion of the forest industry.

On his return home, Mr. Sidrakides will relate this and other information to the development of "a stable and viable forest economy in Greece."

More Freight Cars

The second highest car-building year since 1957 was racked up by America's railroads and private car lines with a total of 108,195 new and rebuilt freight cars placed in service in 1967.

The year-end total — which includes 83,096 new and 17,099 rebuilt cars — was just under the near-record 1966 total of 108,686 cars, despite last year's six-month suspension of the 7 per cent personal income tax credit.

This outlay represents an investment of nearly $1 1/2 billion.