World's Largest Truck Gets Piggy Back Ride

The world's largest capacity truck gets a piggy back ride on the GM&O. When assembled at the Captain Mine of Southwestern Illinois Coal Corporation this 96-foot long vehicle, along with others to follow, will haul about 2-1/2 carsloads (240 tons) of coal in one trip from mine to tipple. Dual control tractors, one at each end, can be steered independently or as a unit, or canted in one direction so as to move obliquely. Because of the unusual size, the giant truck body was handled in a special movement from the Caterpillar Tractor Company at Peoria to the mine at Percy, Illinois.

The tracks are an integral part of the vast operation that keeps our Master Movement coal trains busy shutting back and forth day after day in the most intensive and extensive rail haul ever known to man. When the operation gains full momentum about October, we will handle 126 carsloads every day for the next ten years, stopping only to load and unload and for a two weeks miners' vacation each year. Presently the 300-mile movement amounts to 101 cars daily.

The twin red and black trains are the first ever to be designed and engineered along with the facilities for loading and unloading them. Special rotary type couplings permit the cars to be dumped individually at the Joliet electric generating station of Commonwealth Edison Company without being uncoupled. Twice as large as the original hopper, the Master Movement car is also slightly bowl-shaped to prevent coal from sticking during the dumping.

An ingenious part of Commonwealth's unloading facilities is a remote controlled (Continued on Page 4)

Second Big Paper Mill For GM&O Territory

Construction of a second large paper mill in GM&O territory in recent months has been announced. St. Regis Paper Company will build a $100 million pulp, paper, and paperboard complex near Monticello, a town on our Louisiana Division, 85 miles south of Jackson. The Kraft machine will have an average daily capacity of 405 tons and the paperboard machine 1,100 tons daily. Completion of facilities for papermaking is scheduled for mid-1967 with the paperboard plant getting into operation about the second quarter of 1968. It was announced by St. Regis President William F. Adams.

The project also includes construction of a plywood plant previously announced for Chocto, Mississippi by St. Regis along with the purchase of 122,000 acres of timberland in the territory accessible to both industries.

South Magazine Reported

In its BUSINESS AND INDUSTRY section SOUTH MAGAZINE had the following to say about GM&O and President Brock in its June issue. Published in Birmingham, Alabama the widely read magazine puts particular emphasis on our Alabama operations.

ONE OF AMERICA'S outstanding railroad men and head of a highly successful railroad line is Glen Brock, president of Gulf, Mobile and Ohio Railroad and former home based major railway system.

This native Iowan who is now Mobile as his home guides the big system, with assets of more than $330 million and an annual payroll of $40 million.

"Founded in 1847 to bring trade through the port of Mobile by opening a new route south of the Ohio River and diverting traffic then moving to Atlantic ports, GM&O today operates 388 miles of railroad in Alabama. Its lines were built from Columbus into Tuscaloosa and Montgomery in 1866 to reach the important Southeastern gateway and to serve the Warrior and Calhoun coal fields. Today GM&O serves the Birmingham District through Tuscaloosa, paper and chemical plant center, and handles large movements of imported iron ore from Mobile."

"The railroad grew from 50 miles to its present 3,244 in the last 72 years. It purchased Ation Railroad in 1947 to give (Continued on Page 2)
To Officers and Employees:

We can all be justly proud of the exceptionally fine record this Railroad enjoys for efficiency in its over-all train operations.

In two of the most important measures of such excellence—gross ton miles handled per train mile and gross ton miles handled per train hour—we ranked among the top performers of the country last year. This reflects outstanding individual effort and sincere cooperation on the part of many people, and I congratulate you.

Starting immediately I am going to ask you to put this team spirit strongly behind a program to reduce loss and damage claims. Last year we paid out $1,276,430 in these settlements and the total for the American Railroads was $145,500,000.

These payouts continue to rise both nationally and on our own railroad despite a steady growth in the number of special damage free freight cars in use. During the past five years GM&O alone has spent more than $44,000,000 for new equipment, much of it for new freight cars and the majority of these with special anti-freight damage features.

We are stepping up the activities of our loss and damage and safety prevention committee activities at once. Won’t you please attend these meetings whenever possible. We need your help and your suggestions.

Just a little extra attention towards freight claim prevention cannot help but reduce this unnecessary annual loss of $1,276,430 and at the same time be of greater service to our customers. Your usual fine cooperation will get the job done.

Glen Brock
President

South Magazine Reported

(Continued from Page 1)

Mobile its first single-line service into the important midwestern grain export area and into big industrial centers like Chicago, Kansas City and Peoria. It maintains offices in 39 cities throughout the U.S. and helps the Alabama State Docks sell its story to exporters and importers. GM&O business through Mobile now handled over the State Docks is a highly important contributing factor to the success of the state shipping facility. Last year GM&O paid $1,104,000 to the docks.

"A progressive, tidily run railroad, GM&O was the first major line to dieselize completely, and this has helped it save huge sums in operational costs. It is able to haul one ton of freight one mile for a penny—same average charge of 40 years ago.

"To help keep customers competitive in markets all over the world, GM&O spent more than $44 million in the last five years on new equipment alone. It had a net income last year of $4,996,000. The company has the enviable record of having steadily increased net income for the last 17 consecutive quarters.

"President Brock’s father was a railroad engineer, and beside his desk in GM&O’s general headquarters in Mobile is an Indian figurehead which adorned the elder Brock’s locomotive.

"Brock went to GM&O from University of Illinois with a degree in transportation and several years’ experience surveying rail rights-of-way and switching cars in one of the country’s biggest rail yards. Latest Illinois feather in GM&O’s cap is a 10-year $50 million deal to haul coal for Commonwealth Edison Company. Brock engineered this two years ago and it is just now gaining full momentum as a modern demonstration of a new idea to mass move goods at new low charges. Every morning one of its new coal train twins leaves the mine of Southwestern Illinois Coal Corp. for the 300-mile run to the generating station.

"A fast, voluminous reader, Brock has a photographic memory. His desk top is uncluttered and he could run his seven-state railroad from out of his hat. His family consists of his wife and two sons, both Mobile attorneys. His railroad family is likewise closely knit, Brock calling his 3,500 employees “the best railroad workers in the world.”
The bridge over Autauga Creek takes shape and three miles of new railroad to reach the site of an important new pulp and paperboard mill near Prattville will be ready for trains in the latter part of August.

GM&O Line to Paper Mill Takes Shape

Three miles of new track, now being constructed from our main line 11 miles north of Montgomery to the site of the new $45 million Union Bag-Camp pulp and paperboard mill on the Alabama River near Prattville, will be ready for service the latter part of August.

Also included in the project to serve the initial production needs of the mill are a 100-car capacity passing track near where the track into the mill joins the main line and a holding yard of three tracks, with a capacity of 120 cars, located in the same general vicinity. All three of these jobs are right on schedule with the passing track available for use now.

Under Chief Engineer, S. A. Cooper's direction, Richard Crigler, who started with the Company 13 years ago in the Bridge Department, is directly responsible for the fine way the big job is going. He was assigned to it in the design stages and as Acting Project Engineer has been 'living on the job' since actual construction work started back in March.

Two years ago he was in charge of another track construction program when we moved five miles of our main line north of Jackson, Mississippi to cooperate in a five-county industrial water project. Twenty-two thousand acres of land were flooded necessitating the removal of our tracks to a new location more than a mile away.

On Crigler's present job building the paper mill track, Blount Construction Company of Montgomery is doing the grading and drainage work under contract and our own forces are laying the ties, the track and the ballast.

Rapidly taking shape also is the 5,200 acre site where the mill will be located. Big earth movers are leveling off the ground and an extensive office building is in final stages of completion. The initial daily output of the new plant will be 700 tons of kraft linerboard, a product used in the manufacture of corrugated shipping containers. GM&O serves the mill exclusively and will switch cars for the other Montgomery lines.

Pittman Master Mechanic

Assistant Master Mechanic G. D. Pittman has been named Master Mechanic at Jackson, Tennessee to succeed the late G. M. Duck.

Mr. Pittman has been at Jackson since 1934. Prior to that his service had been at Louisville, Mississippi where he started to work as a Machinist in 1922. He was made Roundhouse Foreman in 1934 and General Foreman in 1944. He was appointed Assistant Master Mechanic in 1954, the position he held at the time of his latest promotion.
A Mobile Press Editorial

GM&O's Vast Contribution to Mobile

Mobile is a much more prosperous port city as a result of the fact that the 118-year-old Greyhound, Mobile & Ohio line has its headquarters here.

This was made impressively evident this week by Glen Brock, GM&O president, in a talk to members of the Mobile Lions Club. (See below Rails Help Build Port)

In fact, the total economic contribution of this company that is a combination of 25 railroads, far exceeds the conception most of us have had.

Perhaps some statistics will illustrate the enormity of the line's operations. GM&O has approximately 6,000 employees, 2,600 miles of railroad track, 143 freight cars, 232 locomotives, 25,000 miles of communication, 37 radio broadcasting stations, 11,000,000 cross ties, derives 94 per cent of its revenue from freight, the remainder from passengers, mail and express, consumes 30-million gallons of diesel oil per year, pays taxes to 1,406 tax districts, serves seven states, handles over a half million carloads of freight per year, of which 41,000 will be at Mobile.

The Mobile-based railroad is large because it is the product of seven mergers. There is nothing new about railroad mergers, for they are as old as the industry.

Gratifying, indeed, was Mr. Brock's statement regarding his company's residence in Mobile: "Our headquarters are in Mobile because we like it here. We have always been treated well here, and we are happy with the status quo."

One reason for the GM&O's success in railroading has been the progressive spirit that has historically characterized its leaders. It justifiably lays claim to many firsts in the industry, including: built the first steel railroad bridge in the world; built the first Pullman-type car; was the first major American railroad system to completely abandon steam and substitute diesel power; was first to employ train hostesses; operated the first streamlined, air-conditioned diesel-powered passenger train in the South; built the first wood rack; started the first Class A railroad supplemental highway service with two miles and a wagon, which now has become the totally owned bus and truck highway subsidiary known as the Gulf Transport Co., with its headquarters in Mobile and operated the first highway post office car.

Of course, the GM&O, like other fine railroads which serve Mobile, is a large user of things produced in Alabama, and a highly significant point is that its deposits in Mobile banks for the year ending June 1 were in excess of $120,000,000.

These then are mighty contributions to our economy, which among other things should make all Mobileans proud of the fact that the GM&O is a native of our city.

Rails Help Build Port

The Mobile and Ohio Railroad, one of the oldest of the many lines that now make up the GM&O system, was founded by Mobileans for the purpose of developing the port of Mobile by linking it with the Mississippi and Ohio River basins.

One hundred and eighteen years later our Railroad remains still a very important economic factor in the growth and progress of the port. Speaking before the Mobile Lions Club recently (see above), President Glen Brock pointed out that last year our Company paid to the Alabama State Docks for services more than $1,100,000, which together with similar payments from the other Mobile rail lines totaled in excess of $3,500,000, or roughly 42% of the State Docks total revenue.

Mr. Brock explained also that the railroads made further contributions towards the success of the Port in that they handled both owned docks and facilities owned by other privately owned piers and facilities last year.

Speaking further about the railroads' role, Mr. Brock told the Lion's Club that the GM&O is the 48th in rank. It is a combination of some 25 railroads, and it reaches all of the cities that were contained in any of the names of the many companies.

Kelly New Traffic Officer

Eugene B. Kelly was promoted to the position of Assistant General Freight Traffic Manager at Mobile on July 1.

Southwestern Traffic Manager since 1939, when he assumed regional duties with offices at New Orleans, Mr. Kelly's regional headquarters were transferred to Mobile in 1963. His latest promotion, General Freight Traffic Manager R. P. Tallman said, will broaden the scope of his responsibilities and duties to include the Company's overall sales program.

Mr. Kelly first became associated with the Railroad in 1949 as Commercial Agent at Mobile after wide experience with a nother rail line. He was promoted to Assistant General Freight Agent at New Orleans in 1956 and Southwestern Traffic Manager three years later.

EUGENE KELLY
PER DIEM

Superintendent of Transportation W. G. Harrison writes

"There has just come to my attention the following poem which is a timely and fitting approach, in a light and entertaining manner, to a most serious subject:

"We hereby call attention to a double kind of word
That no railroad man a-livin' can say he never heard:
The fireman, the call boy, the conductor and his crew,
The agent and the yard clerk are familiar with 'em too.

"Two words, of seven letters, no hyphen in between,
But what a lot of money these two short words can mean!
They come from ancient Latin and refer to fleeting time.
What words do we refer to? Why, the little words per diem.

"Per diem means dollars our railroad has to pay
For every foreign freight car that stays with us a day.
Yes, shining silver dollars for loaded car or light.
That lingers on our railroad line past 12 o'clock at night.

"It used to be that we could say it cost a buck a day
But now with multilevel, it just ain't quite that way.
Nine groups have been assembled, each a different rate.
From $2.16 to $12.18, the top ones tempting fate.

"These bucks each day for every 'for'ner down there on the "hooly"
And every idle empty car, be it new or old,
And every box, or flat or gondola on the sidin' a-waitin' for a trip.
And each and every one of them a-standin' on the "rip."

"And when you count this station and all other stations, too,
That's what a hole it eats in our road's revenue! So start 'em goin'; keep 'em movin'; and never let 'em stop
Til they've coupled in a freight train about to make the hop.

"Where'er you find a "for'ner" makin' rust upon our rail,
Find out why it ain't a movin'; then keep right on its tail.
Keep 'em movin'; keep 'em rollin'; as if they were the mails.
For each one costs us dollars every day its on our rails.

"The cooperation of all concerned is most earnestly solicited in the saving of our Per Diem Dollars in every possible way."

World's Largest Truck

(Continued from Page 1)

The switch engine. It is operated from the dumper control room with the position of the cars being shown on the TV screen above the operator's head. On the loading end, the Southwestern Illinois cable car system automatically moves the empty gondolas at a rate of one every two minutes.

Equally as impressive as Southwestern's mammoth truck is a new giant stripping shovel that is the world's largest self-propelled mobile land vehicle. It is now being assembled (accompanying picture) from 350 carloads of parts. The boom of the huge shovel stands 60 feet taller than the statue of Liberty and the scoop is large enough to hold eighteen foreign cars.

All of these expensive Martian sized developments and the specially engineered Mass-ter Mover trains that work hand in hand with them are helping create jobs and keep coal in our territory competitive as a fuel in generating electricity.

Prevent Trouble

Close attention to duty on the part of the following employees probably prevent many serious accidents and injuries and the men responsible for the precautionary measures as described below have been commended by the management.

SECTION FOREMAN F. HERNANDEZ, Pontiac, Illinois, made a prompt inspection in the Cary area following a heavy downpour of rain and when he found serious washouts on both mains had proper precautionary action taken and repairs made.

ASSISTANT TRAINMASTER W. A. HARRIS of Alton and TRAIN BAGGAGEMAN R. J. SULLIVAN of Bloomington through alert and quick action kept fire to a minimum in a working storage car on train 5.

YARDMAN E. V. FRIEND, Chicago, reported and had removed a large, heavy planked Wye across the Southward main east of Bridgeport Bridge.

CONDUCTOR F. L. VINYARD of Roodhouse aboard Train No. 128 noticed what seemed to be a broken rail on the Godfrey Line near the East end of Macoupin Creek curve. He notified Track Supervisor Hillman and repairs were made.

ENGINEER C. H. CROSS, E. St. Louis, observed a cable out of position at Captain Mine that would have been run over by his engines.

ENGINEER R. E. BLAIR, E. St. Louis, and BRAKEMAN E. F. LIPE, Tamms, Illinois noticed a broken frog at Streamline Mine and engines were stopped in time to prevent possible derailment.

Popular Passenger Man

Everybody that travels in Springfield, Illinois knows George Fleming, popular and efficient GM&O ticket agent. He has been railroading for 40 years, the last 20 serving the public in our station in the Illinois capital city.