There's A Reason

Recently the Chamber of Commerce in one of our line cities suggested that we add a passenger train to the four we are already operating between Chicago and St. Louis. They felt that a particular schedule would be helpful to them and would attract business for us.

Naturally, we are always looking for ways to make money with a train. That's our business. But when you consider that last year we had to handle more than 350,000 passengers at our average fare for the privilege of using the stations at Chicago and St. Louis, you get an idea of the expense involved and an indication of how many new passengers would be needed to make an additional train practical. Of course, these terminal costs are in addition to the costs of handling the passenger train service, signalling, maintenance, equipment, taxes, dispatching, etc. So when we seem un-cooperative—there's a reason.

The Morning Line-up At Venice

Soon these mighty arms of GM&O's modern motive power will be out on the main line pulling our customers' freight onward to destination. The scene is in Venice yards at East St. Louis No. 33, far right, is in from Chicago and the other locomotives are awaiting the calls that will send them North, South and West from this busy terminal.

Out on the Line recently was Vice President and General Manager B. V. Bodle (third from left) and here at Venice he talks Division business with Superintendent Sam Thomasen of Murphyboro (second from left), Venice Trainmaster Bill Rogan (far right) and Special Agent Dick Baldwin. They are standing beside the yard office at Venice and the cabooses can be seen behind them.

Out of each 4-cent stamp on a first class letter moved by train, railroads receive less than half a cent—and they move the letter an average of 512 miles.

GM&O To Participate In Missile-Firing Train Tests

Test runs of a 14-car simulated missile-firing train are now being made and GM&O is among the railroads participating in the maneuvers.

The test runs, arranged by the Air Force and The Association of American Railroads, are to show the adaptability of trains as mobile launching pads for Minuteman Missiles and to demonstrate how they could be ready for instant action in case of emergency. No missile hardware is aboard the train used in the trial runs, which are being carried out to test control and communications.

Ultimate plans are for the missile trains to travel at random over the U.S. railroad system, with missiles kept ready for launching at designated rail heads. While one portion of the mobile force will always be in position for launching, another will be traveling to new positions, presenting an almost insurmountable target problem for a potential enemy.

Selection of the railroads to transport the minuteman underscores the fact that this basic transportation industry is customer-made for the job—a self-sustaining unit capable of controlling unified movements of trains throughout the country at a moment's notice.

Governor On Industry

Alabama is experiencing a tremendous year in industrial development. Governor John Patterson told a Mobile audience of more than 400 people recently. He spoke at the invitation of GM&O President Glen Brock, Rotary program chairman of the month and was introduced by Railroad Vice-President Tom Martin, chairman of the Chamber of Commerce Industrial Committee.

New Industries, the Governor said, expand the economy of the state and in so doing increase the many services by state, county and city governments.

The meeting was a joint one of the Rotary and Optimist clubs and the Industrial Committee of the Chamber of Commerce.
Appointed General Master Mechanic

Three well known mechanical department heads retired recently and two others have been promoted.

Those who retired are: Supt. of Motive Power and Car Equipment J. O. Green; Mechanical and Electrical Engineer James P. King and Traveling General Car Foreman Grady W. Barnett.

Promoted are P. E. DeWitt, above, from Asst. to Superintendent Motive Power and Car Equipment to General Master Mechanic; and Clarence A. Miles from Traveling General Car Foreman, Northern Region, to Traveling General Car Foreman, Southern Region.

The new General Master Mechanic began work with the Company in 1927 in the Car Department at Mobile. He served in various capacities in both the locomotive and car departments until 1954 when he was made Equipment Maintenance Assistant. In 1953 he was appointed Asst. to Supt. Motive Power and Car Equipment, the position he held when he was made General Master Mechanic on June 16.

Mr. Miles joined G&O in 1947 after wide experience with another railroad. He was promoted to Car Foreman at St. Louis in 1951; transferred to Mechanical Foreman at Slater in 1952 and made Traveling General Car Foreman, Northern Region, Feb. 1, 1959.

The three retiring officers take with them the affection, regard and good wishes of all their associates. Mr. Green entered the services of G&O in 1922 as Mechanical Engineer. From 1937 to 1949 he was with another railroad as Master Mechanic and Mechanical Engineer. Returning to G&O he was made Shop Superintendent and then Master Mechanic, being promoted to Supt. of Motive Power and Car Equipment in 1946.

Mr. Barnett was first a Car Repairer with the Railroad at Mobile in 1922; was made Car Foreman there in 1923; General Car Foreman, Frascati Shops, Mobile, in 1947; General Car Foreman, Mobile Terminal, later in the same year. He held this position when retired on June 15.

Mr. King entered service as a Machinist in 1913, served as a draftsman, mechanical engineer and general engineering assignments with another railroad from 1918 to 1926. Returning to the Railroad he was made Mechanical and Electrical Engineer.

Who Invented Cross-Tie?

Last year GM&O placed about a quarter million new treated ties in its tracks and spent a total of almost $11 million dollars on maintenance of way and structures.

Who invented the wooden cross tie? This question was prompted recently when two railroads began large-scale tests of prestressed concrete ties.

The answer was found in the Centennial History of the Pennsylvania Railroad at the direction of the Cross Tie Bulletin. According to this history, Robert L. Stevens, who in 1830 was made president of the newly formed Philadelphia and Trenton Railroad, was responsible.

The original track structure generally in vogue at that time, consisted of an iron rail supported on stone blocks spaced 3 to 4 feet center to center. “The blocks, in this case were coming from Sing Sing prison in New York State. It was greatly desired to finish the line between Bordentown and South Amboy before winter stopped the work in 1832, but the blocks were arriving so slowly that this seemed impossible. Mr. Stevens then hit upon the scheme of placing logs crosswise of the track in ballast and spiking the rails directly to the logs.” This was the first wooden tie, according to the history.
Train Time

This is our depot ticket office at Springfield with Clerk Frank Arnall behind the counter for the Northbound Limited. Frank chose the passenger department when he returned from the Army after four years of war-time service. Prior to that he had worked in the yard at Ridgely and had held other jobs in the freight house, the baggage room and in the passenger station.

At this time his off-hours are being spent as carpenter-contractor building "our dream house." Ours of which, he says, there are three; his wife Gertrude and Frank S. (Stevie), one year old.

Bouquets

Two of them for Leonard Fumagalli of our Chicago Passenger Department. One from the Southwestern Life Insurance Company of Dallas for his "fine spirit of co-operation" in assisting several of his officers who were traveling through Chicago enroute home from a Montreal convention. And another from East Chicago Elks Lodge No. 981 in appreciation of the "hospitality rendered to us." About the trip Lodge Representatives said, "G&MK provided us with service that shall never be surpassed in quality, speed and graciousness."

Mrs. Grace B. Brock

Mrs. Grace B. Brock, 32, prominent Mobilian and daughter-in-law of President and Mrs. Glen P. Brock passed away on June 7 after a brief illness.

Wife of Atty. Paul Brock she was very active in Mobile civic life. She was President of the Joe Jefferson Players, an active member of the Mobile Infirmary Auxiliary, the Mobile Junior League, the Daughters of the American Revolution, several mystic societies and a past member of the Junior Board of the Florence Crittendon Home. Mrs. Brock is survived by her husband, three children and two brothers.

"User Charges" Would Reduce Waste of Taxpayers' Money

Bills have been introduced in the Senate (S 3608) and House (H.R. 12395) to establish an Inland Navigation Commission and to require waterway operators to pay "User Charges" for the transportation facilities that are provided them by the government.

In the words of Congressman Van Zandt (Pennsylvania), the waterway operators "can well afford to pay their own way" instead of having the over-burdened taxpayers "pick up their check" for them. The barge line industry forms "a mature and financially strong industry," he declared, and as such "should be required to take its place in transportation on a self-sustaining basis, bearing its own costs under conditions of fair competition with other modes of transportation."

Bill Asks I. C. C. Aid In Waterway Studies

Further with regard to the expenditures of the public's money for transport subsidies, Senators Copenhart of Indiana and Fear of Delaware introduced on April 14 a bill to give the Corps of Engineers the added assistance and advice of the Interstate Commerce Commission in determining the economic justification of certain inland waterway projects.

The bill does not intend that the I.C.C. usurp any of the engineering powers of the Corps of Engineers. It simply recommends that the Commission, which daily makes such studies, would estimate the amount of freight traffic that any proposed waterway improvement would attract, so that other authorities could then consider such benefits in the light of the cost as estimated by the U. S. Engineers.

Railroad Wages Take More of Gross Than Other Industries

Railroads pay out a greater share of their revenues for wages and fringe benefits than other big industries, according to the Association of American Railroads. Out of every sales dollar received by railroads, 58 cents goes for labor costs—compared with 42 cents for mining, 32 cents for communications and other public utilities and 27 cents for general manufacturing.

Inflation Hits Rail Cars, Too

Inflation has hit rail cars no less than the family car. Today's average freight car costs $9,500, compared with $2,500 for one bought 20 years ago, while the price of a typical modern passenger coach now $328,000 and that of a new sleeping car, $307,500.

Typical Consist Of Freight Train

If a freight train of 100 cars were loaded in the same ratio as the total tonnage actually carried by railroads, the train would consist of 53 cars with products of mines, 27 cars with manufactured goods and miscellaneous products, 12 cars of agricultural products, 6 with forest products and 1 each of animal products and forwarder or small-shipment traffic.

Railroad Worker Three Times As Safe

Railroads have made great advances in improving employee safety. Between 1928 and 1937, the fatality rate among workers in all industry declined by 46 per cent, while the rate among rail workers in the same period dropped by 69 per cent—or nearly half again as much.

"Stated in another way," D. P. Loomis, President of the A.A.R. declared, "the average industrial worker was nearly twice as safe in 1956 as he was in 1938—but the average railroad worker was more than three times as safe. Here is a truly heart-warming story of human achievement!"
Mississippi Fish Fry

Employees at Jackson, Mississippi, rank Agent Montie Harmon's annual "fish fry" equally as important as Mardi Gras and the World series. And who wouldn't once they had sampled the golden brown output of the big iron pots so ably tended by Contract Drayman Ellis Dear and Chief Clerks Jones McGraw and A. D. Burkhalter of operations and the agency force, respectively.

And King and Queen of the event are Mr. (Machinist) and Mrs. F. J. Looset whose prowess with pole and line is responsible for the main course on the menu.

Old and young alike gather around the tables which are set-up in the freight house after the close of the business day. Salads and side dishes are prepared by the ladies.

Superintendent Walter Henley's plate is carrying "full tonnage" and Car Inspector J. C. McClure, Mrs. Jones McGraw and Mrs. McClure chat before dinner is served.

Miss Virginia Parker is one of the well known members of the Agency force and with her are Mrs. Mag Spengler and Mrs. Harmon, wife of the Agent.

When railroad men get together, no matter where it is, they talk trains. From left to right "rolling them" are Brakeman Jewell Rogers, Conductor Texas Rogers, retired Conductors Joe Porter, W. A. Tate, H. Q. Jeffries and M. B. Knight; and G. F. Wolbrecht, retired Chief Clerk to the Superintendent, who has since passed away.

Host Harmon finally gets to eat and with him are Mrs. Frank Wood, wife of one of our Company doctors, and their son, Randolph.

Hold Traffic Club Offices

Two members of the GM&O passenger department are serving as officers of the Passenger Club of St. Louis this year. They are W. E. Ferry, President and C. L. Fuhr, Treasurer.

At Dallas, E. A. Chapman is Second V. P. of the Passenger, Ticket and Freight Agents' Association of Texas.

At Chicago, Commercial Agent L. E. Murphy is Vice President of the Stock Yards Dist. Traffic Club.

On the South end of the Railroad, George Villar of Montgomery and Bill Byrd of Birmingham have been elected Directors of their respective traffic clubs. And at Jacksonville, Fla., Mrs. C. E. Simmons has just been installed as President of the local chapter, National Association of Railway Business Women. Mrs. Simmons is secretary in the Jacksonville traffic office.

Alert To Trouble

Alerted over heavy rains in the vicinity of Atlanta, Illinois one night recently TOWER Operator R. W. Ryberg contacted the Dispatcher's office at Bloomington so that a special patrol could be made of tracks in the area.

When unsafe conditions were found, proper precautionary measures were taken for No. 7.

"Your interest in the Company's welfare as displayed in this instance is to be commended, and I would like to express thanks for myself and the management for your actions," Superintendent Connelly wrote Operator Ryberg.

Circus Train Back Again

The circus train is back! Ringling Brothers and Barnum and Bailey, after three years of battling flat tires, traffic jams and red lights, gave up its trucks and has come back to the railroads. The long familiar rail cars were hauled out of hibernation in Sarasota, Fla., winter quarters and given a coat of sparkling paint for the 1960 season.

School teachers in the Mobile area chose Gulf Transport for their trip to the National Educational Association Convention in Los Angeles June 28 - July 1. Here are some of the 82 educators as they prepared to board one of the two modern Rebelliners used on the tour. In the background is Ladd Memorial Stadium in Mobile, scene of the annual Senior Bowl football classic.

Teachers Use Gulf