Latest Purchases in Large Equipment Program

Take a look at this new string of 100-ton covered hopper cars. "The prettiest freight car I've ever seen," remarked one Tuscaloosa observer as the first of this 56-car order went into service.

They did look impressive. Their silver steel sides glinted in the morning sunlight. However, this was just one man's opinion.

Ask the paper mill traffic manager. Undoubtedly the apple of his eye are the new green 50'5" cushioned underframe cars. The lumber mill operators like the new bulkhead chain tie-down flats -- the flour dealer the air slides.

Many and costly are the preferences in these days of specialized equipment. Box cars that suited most calls not too many years ago, cost $6,000 then. Today the car that fits the need can't be had for less than $14,000.

To keep in the foreground of this changing equipment picture GM&O has bought more than $69,000,000 worth of new equipment in the last five years -- and is continuing to buy. Since 1961, 3,111 new freight cars and 101 new diesel road freight locomotives have been inserted into our overall supply line of freight cars and locomotives. (Equipment purchases are listed on Page 2.)

GM&O is still hauling a ton of freight one mile for an average of less than one cent, 26% less than in 1958. Doing this at a profit is the result of many combined efficiencies in which every member of the GM&O family has a part.

Greater efficiency in the utilization of our new freight car fleet, says President Glen Brock, would help accelerate future purchases. A quicker turn-around would mean that these cars would earn more revenue in a lesser period of time. Then they would pay themselves out of debt faster and would pave the way for more frequent purchases.

Greater utilization of existing equipment provides additional cars, too. A case in point is our wood rack cars that carry pulpwood logs to paper mills. Through the cooperation of wood yards and the mills, we have been able to decrease their turn-around time considerably. (See Page two)

A wood rack car that formerly made 26 round trips a year is today making 35 to 46. This is equivalent to adding between 175 and 600 cars to this fleet --

Joining Industrial Department

Larry S. Hickman, a civil engineer with wide experience in railroad industrial development work, has joined GM&O's Industrial Development Department as Manager Resources and Industrial Development.

Mr. Hickman is a native of Indiana, Indiana and comes to Mobile from the New York Central Railroad at Cincinnati where he was Manager of the Southern Region Industrial Department. He had been employed in this capacity for the past six years and is a graduate of Tri-State College at Angola, Indiana, with a degree in civil engineering. Mr. and Mrs. Hickman have two sons, Mike and Steve, ages 12 & 7 and two daughters, Betty and Sarah, ages 9 & 1 who are finding living on the Gulf Coast very enjoyable.

Mr. Hickman succeeds the late W. A. Riggs who was widely known and respected in his field. Mr. Riggs died suddenly on September 25, 1965. He is survived by Mrs. Fern Story Riggs and one daughter, Virginia Fern Riggs.

a very helpful accomplishment.

Wood requirements in Alabama and Mississippi are expected to about double 1966 over 1964. In expectation, 259 new wood rack cars are already being delivered. These alone constitute an addition of approximately 35% to our existing pulpwood fleet because they will haul 32 cords each, 12 more cords than formerly. Also in anticipation of this upsurge in the paper industry in GM&O territory, 206 cushioned underframe cars were put into service earlier this year, another 200 are scheduled for fall delivery, and 200 more are already scheduled to arrive in early 1967. (See equipment table.)

Freight cars are the lifeblood of the railroad business. The Tuscaloosa observer thought the covered hoppers are the prettiest he had ever seen. The railroader thinks they all look good, but the lined ones look best. Let's keep them rolling!
Pulpwood Users and Railroad Co-operate For Faster Car Turn-Arounds

Eleven Large Pulpwood Users in Territory

GM&O has 11 large pulpwood users in its territory. This list is constantly growing. In this category, two big, new paper mills will get into production next year. A third one is awaiting construction.

Wood yards, like this one at McLean, Mississippi, leading pulpwood for Scott Paper Company at Mobile, concentrate the raw product for the truckers by heavy borrowing of the trees near the forest. This is a type of unit car — like the 2799, one of 236 new ones — move back and forth in this service. (See page 1, col 2 & 3)

Because this supply line must flow at near peak capacity, industry and railroad officials are constantly conferring to keep it running smoothly. At one of these off-the-ground service seminars recently among the subjects discussed were proper loading practices to prevent tied order rates that consume costly car days. (See picture below.)

General Manager Mechanic P. E. DeWitt (right) shows Charlie Johnson, Scott Forestry Official, and Wood Yard Manager Ervin Freeman how damaging steps and grab trucks in loading procedures can mean valuable lost car days in shipping time.

Equipment Purchased in Last Five Years

<table>
<thead>
<tr>
<th>NO.</th>
<th>Description</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,775</td>
<td>75-ton Cushioned Box Cars</td>
<td></td>
</tr>
<tr>
<td>645</td>
<td>50-ton Box Cars</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>100-ton Box Cars</td>
<td></td>
</tr>
<tr>
<td>135</td>
<td>75-ton Covered Hopper Cars</td>
<td></td>
</tr>
<tr>
<td>36</td>
<td>4,140 cu. ft. Airside Covered Hopper Cars</td>
<td></td>
</tr>
<tr>
<td>90</td>
<td>75-ton Triple Flow Hopper Cars</td>
<td></td>
</tr>
<tr>
<td>50</td>
<td>100-ton Center Flow Covered Hopper Cars</td>
<td></td>
</tr>
<tr>
<td>50</td>
<td>75-ton Bulkhead Flat Cars</td>
<td></td>
</tr>
<tr>
<td>55</td>
<td>20-ton Bulkhead Chute Cars</td>
<td></td>
</tr>
<tr>
<td>250</td>
<td>75-ton 35-cord Wood Rack Cars</td>
<td></td>
</tr>
<tr>
<td>97</td>
<td>Tri-Level Auto Rack Cars</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Bi-Level Auto Rack Cars</td>
<td></td>
</tr>
<tr>
<td>3,111</td>
<td>NEW FREIGHT CARS LAST FIVE YEARS</td>
<td></td>
</tr>
</tbody>
</table>

TOTAL SPENT FOR EQUIPMENT LAST FIVE YEARS $65,323,000

Project Engineer

Appointment of Richard P. Criiger as Project Engineer-Drymen, was announced by Chief Engineer & A. Cooper on July 9.

Just recently Mr. Criiger and a Moline team of Way forces completed the track work at a new mill for the company near the Pearl River which parallels the railroad closely in this vicinity. The hill on the west side of the track was cut down to provide the new right-of-way.

Mr. Criiger has been with the company since 1922, except for a three year leave of absence to receive his Bachelor of Civil Engineering degree from Auburn University.

Frank Taylor Retires

Frank Taylor, 50, of the general office traffic department, retired at the end of the year from the position of Traffic Manager. Mr. Taylor's resignation will take effect at the end of the year.

At the on-the-ground service conference on the 8th of the month, Mr. Taylor was presented with an electric razor and a radio by his associates. With him above are E. L. Williamson, F. E. Ray and W. S. McIntyre, from the left.

Mr. Taylor began railroading in 1913 with the N.O.G.R. Railroad (GM&O) in the accounting department. He moved to Mobile in 1915, later joining the traffic department.
When The Rent Comes Around!

There is an old-time tune that goes...

Rufus, Rastus, Johnson Brown
Whatya gonna do when the rent comes 'round.

And with the rental bill for foreign line cars while they are on our railroad amounting to about $9,575,000 annually, it is a tune worth remembering.

There was a time when the daily rental for freight cars was only $1.00, $2.00 or $2.08. Today we pay from $2.16 to $12.18 a day, depending generally upon the age and the original cost of the car.

Executive Vice President and General Manager Belin Bodie emphasizes that when “we allow a car to stand around unnecessarily it costs us six or seven dollars a day” and that this is a “very wasteful and unnecessary expense.”

“Everyone from the Yard Clerk to the General Manager should be conscious of the opportunity to save equipment rentals by prompt and efficient handling,” he says.

A close attention to foreign line cars will not only save per diem dollars, it will make more empty cars available for pay loads, too.

department. Retirement has given Mr. Taylor more time with his 12 grandchildren on beautiful Dauphin Island where one of his children has a summer home.

Bent on getting the new covered hopper cars loaded quickly and producing business when they were delivered at Tuscaloosa are Engine Foreman W. S. Wiggins, Yard Clerk W. C. Merris and Trainmaster W. J. Driscoll. (See Story Page 1)
Biggest European Package Moves Special

The largest single object ever moved by rail on the European continent was delivered uneventfully by the Gulf Mobile and Ohio Rail Road.

It isn’t often that we are called upon to handle a lone package that weighs 290 tons — five times as much as the usual load. But when the Tennessee Valley Authority wanted to get a huge new transformer to work at their West Point, Mississippi sub-station, we undertook to help them on the final leg of a six-week journey that began in Vienna, Austria.

Not only a heavy load, the big shipment was also bulky. Towering 19 ft. 4 in. above the rails and 11 ft. 5 in. from side to side, it presented unusual clearance problems.

With very little fanfare and a maximum of precautionary measures already taken, Engineer E. D. Weir hooked an engine and a caboose onto the 16-axle, special-type flat car carrying the big load and pulled smoothly out of Tupelo shortly after six o’clock on the morning of May 6. Keeping a sharp watch were the other members of the crew — Don Gray, D. C. Warren, Brakeman C. D. Arnett and Flagman R. E. McHaffie.

At Okolona (Southern Division) another crew (picture above) took over the job of handling the very highly valued piece of electrical equipment for the remainder of the run into the West Point TVA installation. Maximum speed was 15 miles per hour, with five miles an hour over bridges. Switched into the power station shortly after noon, TVA personnel began the gigantic task of unloading it immediately.

Since the initial movement a second matching transformer has been delivered. Two more are yet to come.

Back in America, before they could be manufactured, a special series of freight cars had to be designed for them as there were no existing cars large enough or strong enough to support their weight. The European rail route had by necessity to be a circuitous one, 1,056 miles instead of 933. Sixteen days were required for the rail move from the Supplier’s works at Weir to the port of Hamburg and the overall trip to the Port of New Orleans took 5 1/2 weeks.

At New Orleans, the Port unveiled its newest, most powerful lifting device — a 6-ton shear-leg, barge-mounted crane. Connecting lines handled the big package to Tupelo where we took it over for final delivery.

W. M. (Bill) Green pressed the elevator down button one evening recently to end a busy railroad routine that started 52 years ago as a train crew caller at Jackson, Tennessee. Auditor of Joint Facilities at Mobile since 1959 Mr. Green has a wide acquaintance with the transportation industry and in his retirement he also carries with him the affection, regard and good wishes of all his fellow officers and employees.

Vice President and Comptroller Y. D. Lott presided over office ceremonies and Mr. Green was presented with a portable TV set and checks from his associates.

Mr. Green expect to visit around, including Jackson, Tennessee where he worked in the Operating Department before transferring to the Accounting Department in 1952.

Speaks to Claims Men

General Attorney F. W. Johnston, Jr. spoke recently to Attorneys and Claim Agents of the Railroad and Utility Companies who make up the Southeastern Claims Association during its annual meeting at Callaway Gardens in Pine Mountain, Ga. Mr. Johnston urged prompt appraisals of claims and increased cooperation between the Association’s members in the handling of litigation.

She’s really big. Special Agent Ernest Allen, Tuscaloosa, says as he shows specifications of the special load to J. D. Ellis, Supervisor, Meridian; and Assistant Section Foreman Harold Williams and Trainmaster A. F. Massing at Okolona.

Mr. and Mrs. W. O. Newhill are all smiles at a retirement party in his honor recently. The Jackson, Tennessee Chief Engineer (right) retired June 1 after 28 years and five months of service with the road. Making a gift presentation is Master Mechanic G. D. Pittman.

Mr. and Mrs. Newhill returned to Jackson recently after an extended Florida visit.

Waiting to take charge of the big transformer on the Southern Division are Brakemen Frank Jones and F. A. Jamieson; Conductor J. E. Snow and Engineer F. C. Ricks.