Management Cannot Do Job Alone
Mr. Brock Tells General Chairman

We are not here to talk about working rules or rates of pay, President Glen Brock told employee representatives of GM&O labor organizations at a family meeting he called in New Orleans recently. These subjects, he said, are discussed around another table.

Similar family meetings to talk about the railroad’s business affairs have already been held with freight, passenger, purchasing and operating personnel along our 2,752 mile system, he told the general chairman. “We have a fine group of employees,” Mr. Brock said, “the best on any railroad in America.”

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Brotherhood General Chairmen and GM&O personnel attending the family meeting in New Orleans were seated: C. M. Barr, Order of Railroad Telegraphers; B. V. Bodie, VP and Gen. Mgr.; J. T. Beiz, The American Railway Supervisors Association; L. N. Woods, Sheet Metal Workers International Association; J. R. McLaughlin, Brotherhood of Maintenance of Way Employees; President G. P. Brock; H. J. Maxwell, International Brotherhood of Electrical Workers; C. E. Wheeler, Brotherhood Railway Carmen of America; R. C. Lauten, Ass’t. VP; T. A. Steel, Contract Counselor.

Standing: E. B. deVilliers, Ass’t. VP; J. P. Saunders, Brotherhood of Railroad Trainmen; A. R. Edgar, Brotherhood of Railway Clerks; J. D. Shivers, Order of Railway Conductors and Brakemen; J. L. Willett, American Train Dispatchers Association; V. J. Thompson, Ass’t. VP; T. P. Gleason, Personnel Ass’t.; C. W. Esch, Ass’t. Gen. Sup’t. of Motive Power and Car Equipment; G. R. Beauchamp, International Association of Machinists; C. F. Burch, Personnel Ass’t.; F. A. Gersendager, Brotherhood of Locomotive Engineers; E. R. Sumrall, Tr’mstr.; B. M. Sheridan, Ass’t. VP; S. A. Cooper, Chief Engineer; P. B. Bridges, Ass’t. Gen. Mgr.; W. Henley, Sup’t.; P. D. Dorman, Ass’t. VP; R. E. Stevenson, VP.

Dividends Are Authorized At St. Louis Board Meet

Meeting in St. Louis on August 13, the board of directors of the Gulf, Mobile and Ohio Railroad declared a third quarter dividend of 50 cents per share on common stock, compared with 15 cents for the third quarter last year. Total payments on the common thus far this year amount to $1.50 compared with a total of 50 cents for the first three quarters of 1958.

President Glen P. Brock estimated net income for July at $200,000, a decrease of $65,000 under last July. He said that while GM&O’s freight traffic was highly diversified the July decline did reflect the effect of the steel strike on the railroad’s business.

Based on the July estimate GM&O’s seven months net is expected at approximately $1,419,000, compared with $891,505 for the first seven months last year.

Payment date on the common is September 14 to holders of record August 24. Also declared was the regular $1.25 per share dividend on preferred stock for the third quarter of 1958.

Two Promoted in Chicago Freight Traffic Office

General Freight Agent Louis A. Marlin has been promoted to the office of Assistant Freight Traffic Manager at Chicago. He succeeds Mr. J. A. Behrle who is retiring at his own request after 36 years of continuous service.

Named to succeed Mr. Marlin with the title of Assistant General Freight Agent is Mr. Edward P. O’Reilly who has been Chief Clerk in the Chicago office since 1947.

The new Assistant Freight Traffic Manager began his career with the Railroad at St. Louis in 1917. He held various positions in the Traffic Department, being AGFA with headquarters at St. Louis, Mobile and Chicago, respectively. He was promoted to General Freight Agent in 1954.

Mr. O’Reilly has been connected with the Railroad in Chicago since 1935 when he went to work as a docket and tariff clerk.
Mr. Brock

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Mr. Brock said that there was more than 1,000 years of railroad experience around the meeting table. “Management can’t do the job alone,” he said, “it is going to take a philosophy we can all understand. Nothing hastens job loss more than disappearing profits.”

He explained that because of the physical make-up of our Railroad, expenses are higher over most of our traffic routes and consequently the net amount we receive for hauling a ton of freight one mile is low in comparison with other lines. This, he said, makes it necessary that our operations be especially efficient and our sales effort particularly aggressive. He told about how at the other meetings a quota had been set for gross revenue for 1959. “We must look forward and upward, step by step, from year to year,” he stressed.

Mr. Brock said the amount of political pressure for governmental spending on waterways and highways is increasing steadily because the users of these free modes won’t realize what it is actually costing them in taxes and continue to press for more and more federal expenditures on their own behalf. This makes the railroad competitive job tougher, he said.

“There are more transportation jobs now than at any time in the history of the country, but they are not filled by railroad men. Why are we losing them? Because too many people in America have been looking for something for nothing.” Mr. Brock said. “If it is not corrected, the railroads won’t be as we know them today.”

The Company’s annual report was distributed. “As far as I know it is the first time we have discussed it with you,” Mr. Brock told the general chairman. “We have no secrets. It is your record, too.” He explained various phases of the report and asked for questions.

He pointed out that of last year’s total operating revenues, those who work for the Railroad received a little over half in salaries and wages. He said that this showed who had the largest stake in protecting the railroad’s future.

“We want to work to pay dividends, too,” Mr. Brock said. “This is important to you and important to your men.”

The GM&O management values and appreciates its fellow workers, he said. “They are like assets—dollars in the bank no matter what his position is he is a salesman for the railroad, and if all of us will work together in a determined effort to be a good railroad, we will get our share of the business,” he said.

Mr. deVilliers explained that pricing our services is probably the greatest problem of the traffic department. He pointed out that, “on the one hand we try to get all we can out of our traffic, but on the other hand we must make our charges low enough to meet the competition of contract and common motor and barge carriers and low enough to meet or discourage private transportation.

He said that “we are regulated on our rates at every turn: yet about two-thirds of the highway traffic and 90 per cent of the barge traffic is either private or exempt traffic and not subject to regulation as to rates. But we are not permitted to enter other fields of industry. We can’t go into the barge business; we can’t even operate a truck line unless it is restricted to traffic on rail bills of lading at rail rates and handling only the traffic of the parent rail line.

“We are literally hounded and pounced on all sides with pressure to force our rates down.”

The general assumption that freight rates have increased 168 percent in the South and 112 percent in the nation since 1948 is wrong. Mr. deVilliers said. He explained these figures represented the Commission’s estimate of increases authorized, and that there was a great difference between authorized increases and actual increases.

He gave an example of how two authorized increases of 50 percent, one on top of another, with an authorized cumulative effect of 125 percent, toppled down to an actual 50 percent increase when trimmed to meet competition. He said a more accurate index was the fact that GM&O received nine-tenths of a cent for moving a ton of freight one mile in 1948 and one and three-tenths cents in 1958, an increase of only 46.6 percent.

As an indication of the trend towards decreasing rates, Mr. deVilliers said that thirty years ago the Commission handled requests for 99 reductions and 326 increases whereas last year, there were 4280 reductions and 137 increases sought.

“What is the solution?” he asked. “One thing is certain: any further general increase in rates is just out of the question, or at least it is my opinion. We are trying out new methods of pricing such as guaranteed rates, agreed rates, multiple-car rates, etc. We can expect every effort of ours to be hotly contested by our competitors, but we are going to keep on trying.”

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Five G. T. Operators Win Safety Awards

Five Gulf Transport Company bus and truck operators were awarded safety awards last month. They were bus operators A. L. Davis, 13 year award; J. H. Hurt, 12 year award and L. W. Kemp, 14 year award. Truck operators were A. L. Lewis, 18 year award and Seth Q. Zornman, 1 year award.
A HELPING HAND FROM A GOOD NEIGHBOR

W. T. Fair, who manages the Coca Cola plant at Gordo, Alabama, was watching one of our trains roll by recently. He saw that a large piece of wood had fallen from a car about the middle of the train and was hanging on the drawhead.

As the caboose passed him, Mr. Fair signaled the crew to stop the train. Superintendent Winston St. John expressed thanks in a letter, “Your detecting this unsafe situation and notifying our crew no doubt saved an accident. It is pleasing to know that we have such fine neighbors on our line.

Mrs. Garrison Joins Faculty Of Blue Mountain College

Mrs. Ruby P. Garrison, member of the Railroad’s public relations staff, has resigned to become Dean of Students at Blue Mountain College, Blue Mountain, Mississippi.

The College is the oldest college for women in the state and is located on the GM&O Railroad. Mrs. Garrison joined the Railroad family as a Rebel Hostess upon her graduation from Blue Mountain and later became Editor of the GM&O News. Her many friends along the Line extend best wishes in her new career.

Section Crew Alert

Foreman J. J. Laffey and his Brighton, Illinois crew have been setting quite a record for detecting possible trouble in passing freight trains. Through their close observation they have spotted six irregularities in running gear in the last sixty days. Chief Engineer Cooper commended, “Please know that the alertness and close observation by yourself and members of your gang is sincerely appreciated by the management... thanks for a job well done.”

Job Well Done

Requested to furnish a car for loading, Bogalusa Rate Clerk W. R. Ford gave the information to our New Orleans Traffic Office so that our long haul could be secured. Vice President and General Manager B. V. Bode wrote Mr. Ford that his action “exemplified the difference between a job done and a job well done” and told him that “it is only through personal interest and prompt and efficient handling, such as you displayed, that we will be able to achieve the goals set for us by our President.”

The 18-mile Corinth and Counce Railroad was born on August 21 and an admiring group of friends were present to welcome the latest addition to America’s transportation family. Aboard two GM&O flat cars equipped with seats, the guests were introduced to the Line on a round-trip between Corinth, Mississippi and the terminus at Counce, Tennessee where the Tennessee River Pulp and Paper Company is constructing a $30 million paper mill.

It was a gala day and one C & C President John Ross said had its beginning three years ago when Tennessee River President G. W. E. Nicholson first decided upon the 1600-acre mill site. It was also the realization of a 93-year dream, for the new railroad passes close by the overgrown right-of-way of the old Tennessee River Railroad Company which was conceived and died back in 1866.

The C & C interchanges with GM&O, I C and Southern at Corinth and traverses an area of timber lands which Mill Vice President and Resident Manager Elmer Leavitt likened to “diamonds in your back-yard” when addressing local residents and guests at a luncheon following the inspection trip.

Civil officials and business men foresaw, too, the rising stacks of additional industry for the surrounding territory.

In Memory of My Beloved Father

MR. G. W. LEE

On July 14th, a year ago; My father heard, the last whistle blow. He was ready, as usual, to heed the call. For they expected him there to give the high ball.

There was trouble some where and he was needed. So when the whistle blew, the call he heeded. I am sure he now has the track's clear. And the right of way is open for those he left here.

For he never counted his job well done; Unless he could do something for everyone. His work here on earth must have been through; Because he answered the call, when the last whistle blew.

Mrs. A. R. Brantley, 
Ridgeland, S. Carolina.

The late George Lee was Car and Wrecker Foreman when he retired on July 1, 1954. A railroader of the old school, his many loyal and heroic deeds are often recounted in connection with the early days of the Gulf, Mobile and Northern Railroad.

Condemedations

For services of unusual merit the following men at Slater have been commend- ed: Conductors J. D. Amfahr and T. L. Donnelly. Engineer S. Lesley and Firemen L. E. Spotts and J. Callahan.

Brakemen J. C. Boling, N. L. Ronsing. Deceased

Tennessee Division Conductor C. C. Wall passed away on July 5, after an illness of several months. He entered the service as a brakeman in 1910 and was promoted to conductor in 1920. He is survived by his wife and children. Funeral services were held at Jackson, Tennessee.

Conductor W. M. O'Hea Pass came away at his home on July 5. He is survived by his wife; three brothers, D. J. O'Hea a retired switchman of Slater, Phil Harris O'Hea and by his sister, Miss Bee O'Hea. Mr. O'Hean began work as a brakeman in 1904 and was promoted to conductor in 1910 and passenger con- ductor in 1942.

Brakeman H. R. Whitaker of Roadhouse passed away suddenly on July 2. He had been associated with the railroad since 1944. Among survivors are one son, Howard Whitaker of Sedalia and one daughter, Mrs. Lois Miller of Winchester.

Off Duty — He Helps

Express Messenger-Baggageman M. C. Hunt of Kansas City was “dead-heading” on No. 9 when it developed motor trouble just west of Pleasant Hill, Illinois recently. He volunteered his services and walking to the highway secured a ride back to Pleasant Hill to report the trouble and get assistance on the way. “It is indeed gratifying to know that we have men of your caliber working on our Division, Superintendent Miller wrote Mr. Hunt.


Retired

Engineer Cordie M. Betts of Meridian after 52 years of service as engineer.

Switchman J. F. Morrow of Meridian after 49 years of service.

General Clerk Harry H. Lang, of Mobile, after 49 years.

Switchman Ethel B. Spann of Tuscaloosa after 46 years of service.

Switchman Tom Jeff of Tuscaloosa after 31 years of service.

Engineer A. P. Nebergall of Roadhouse after 42 years of service. Entered service as fireman and promoted to engineer in 1951.

Opeator-Leaverman W. C. Frazier at Wann Tower after 49 years of service.

Brakeman H. Phillips of Bowling Green after 36 years of service.

Conductor H. B. Carpenter of Meridian after 51 years of service. He was promoted from brakeman in 1937.

Charles Major of Bloomington after 35 years of service.

Machine Operator J. H. Duke of Merid- ian was first employed in 1929 and pro- moted to Machine Operator in 1940.

Rate and Bill Clerk C. L. Stevenson of Alton after 40 years of service.

Yard Engineer E. C. Vinyard of Road- house after 47 years of service. First employed as fireman and was promoted to yard engineer in 1917.

Engineer S. T. Taylor of Slater who en- tered service as foreman in 1906 and was promoted to engineer in 1910.

Agent-Telegrapher W. H. Boykin of Prattville after 53 years of service.

Glenn Yards Clerk S. W. Lestetter re- tiring after 53 years of service.

50 Year Emblem


Manager Foreign Freigt Department W. T. Boardman of Mobile.

Rules Examiner W. R. Barr of Tusca- loosa.


Tennessee River Pulp and Paper officials making the trip were: Harry Wilson Chief Accountant; Randall Vickerly Forestry; J. P. Friol, VP Traffic Package Corporation of America; George Griffith, Controller; Kay Dexter Manager Woodlands Dept.; Cecil Carter, Technical Director; Elmer Leavitt VP and Res- ident Mgr. and Dan Pichon, Industrial Relations Director. (see page two)