King-Sized Load and "Go-Go" Car
Attract Widespread Interest on Line

A king-sized electric generator and the unusual car upon which it was riding attracted widespread attention when it moved over our railroad in Southern Illinois recently.

Going to a new plant the Illinois Power Company is constructing at Baldwin, the mammoth-proportioned piece of machinery weighed 75,000 pounds—more than six times the normal load. And together with the monster 48-wheel car upon which it was carried constituted a total weight of 1,962,000 pounds.

Besides being especially heavy, the novel shipment was also extremely bulky. Its gray expanse reached more than 17 feet in the air and stretched out more than a yard wider than the average freight car. All in all, there is little doubt but that the big package added up to the largest single rail shipment ever handled in the area.

The St. Louis Post-Dispatch reported the movement with a picture story in its Sunday Magazine section.

Special Route Necessary

While the unique 159-foot car, built especially to carry Westinghouse Electric Corporation's big products, provided for many factors of the oversized load, it was still necessary that the move follow a special route. Careful attention had to be given to bridge strengths, trackside clearances and other circumstances.

The Penn Central took care of the generator at Westinghouse's East Pittsburgh plant and hauled it to Mattoon, Illinois. The Illinois Central took over between Mattoon and Decatur, Illinois, returning the big shipment to Penn Central for movement to Atlanta, Illinois. From there the GM&O hauled it 171 miles home.

There was a possibility that the big load might have to be mechanically shifted—one of the features of the car—to get it through a bridge just north of Baldwin. But previous calculations were borne out and when the time came, car and cargo eased through with 1/4 inches to spare on each side.

Had it been necessary to shift the load sideways, the swing would have been made by a hydraulic device built into the car. This ability to wiggle in the middle is responsible for the railroad-coinined nickname of Go-Go car, although its official designation is WREX 101. When needed, the new-style car can move its load sideways as much as 14 inches in one minute. Also it can raise up and down 12 inches.

Joints Previous Load

Safely placed into position for unloading.

**Footnotes:**

1. The big load got careful supervision all the way. On the last lap from East St. Louis were Superintendent George Kelly, center; Trainmaster E. S. Beard Sr., and Roadmaster A. L. "Stick" King who always travels first class.

2. The versatility of the railroads is clearly evident here as we haul this high, wide and heavy generator in Southern Illinois. Aboard a new style freight car that can telescop from 119 to 169 feet to better cradle its cargo and also wiggle in the middle to get by obstructions, the monster "package" is believed to be the largest single shipment ever handled in the area.
Illini Alumni Honors Pres. Brock

CITATION
To GLEN P. BROCK SR.
of Mobile, Alabama, president of the Gulf Mobile & Ohio Railroad Company, a man who would have found equal favor in the 1800's, but surely would have enjoyed it less. The romance of railroading that gripped many young men held him fast from the start when, as a 13-year-old, he had the job of shunting train crews for the day's tasks. Essentially, he has been doing the same thing ever since, as yard clerk and yardmaster, as general manager, then director and president. His office door still opens to all, especially the man with a new approach, a fresh idea, he remains equally concerned with the well-being of individual workers and the welfare of the industry. The result is that Great Lakes-to-Gulf line, a major north-south trunk, has shown continued fiscal and physical growth. We honor him as a dynamic leader in his profession, a man who convinces us that the past greatness of railroading is matched only by its future.

David D. Henry, President University of Illinois
Ralph S. Johns, President Alumni Association

Big Freight Load
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President Glen Brock (second from right) was one of three business leaders and graduates of the University of Illinois to receive the Illini Achievement Award at June ceremonies on the campus at Urbana. Other recipients of the award, the highest honor bestowed by the University of Illinois Alumni Association, were Louis R. Eilers, president of Eastman Kodak Company, Rochester, N. Y., (second from left) and Mrs. Dorothy Hunt Needham, president of North American Benefit Association, St. Clair, Michigan. With them are University president David Dodds Henry (left) and chancellor Jack Pelton of the Urbana Campus of U. of I. (right). The CM&E chief executive graduated with a degree from the college of commerce and business administration with special emphasis on railroad administration. The awards were for outstanding accomplishments in the business world.

Promotion of Three Departmental Officers

Promotion of three Gulf Mobile and Ohio Railroad departmental officers have been announced.

Glennie A. Rush, assistant comptroller, was advanced to the position of assistant vice president-accounting. James R. Eastburn, assistant treasurer and assistant secretary, was named additionally as assistant vice president. In the operating department, J. R. Windham, assistant to vice president and general manager, assumed the newly created office of superintendent of chemical transportation in addition to his other duties.

All three of the newly promoted officers have extensive experience in their respective departments. Mr. Windham is a graduate chemical engineer, and as superintendent of chemical transportation will direct a GM&O special study now under way to develop added safeguards to the public and employees in the transportation of explosive and inflammable products. He will also have the movement of these types of loads under his supervision while they are on the line.

Rush

Mr. Rush, the newly appointed assistant vice president-accounting, has been associated with the Railroad at Mobile since 1925 and has held such positions as auditor of passenger accounts, auditor of passenger and station accounts, and was assistant comptroller from 1894 until his promotion.

Eastburn

Mr. Eastburn, now assistant vice president, held various positions in the treasury department from 1929 to 1947 when he was made assistant treasurer and assistant secretary. He retains these titles along with his new one.

Windham

Mr. Windham joined GM&O in 1931 and was promoted to transportation inspector in 1935, assistant to general manager in 1937, and assistant to vice president and general manager in 1963, the position he now holds along with his newest assignment as superintendent of chemical transportation.

Stands In For Actor

Five hundred admirers showed up recently at the Bloomington passenger station to see and hear actor Paul Newman speak when the train pulled in.

Mr. Newman didn't appear. It seems it was all a big joke. But Flagman Carl Haxman, just coming on duty, filled in. Falling into the spirit of the thing, he signed autographs, posed for pictures, and according to Kathy McKinney writing in the Bloomington Pantagraph "generally delighted the crowd." No one seemed to know why or how it all started.

Mimeographed sheets announcing that Paul Newman would speak from the rear of the train at 1:30 P.M. had flooded the campuses of Illinois Wesleyan and Illinois State University the day before, the Pantagraph said. No arrangements had been made and no explanations could keep the crowd from gathering or cool its enthusiasm.

"The affair combined with a beautiful day and spring fever to draw students from ISU, IWU and those who had been reached by the grapevine," is the way the newspaper explained it.

Paul Newman missed a good time. But he had a capable stand-in.

* 2 *
Money Saving Ideas

Soon one of your associates will be con- 
tacting you about the importance of 
getting aboard Uncle Sam's 1969 Bondwagon. You can help yourself and our country by helping to fight inflation to keep our economy and our nation strong at home and abroad.

You are already aware of the obvious advantages of saving through the purchase of U. S. Savings Bonds by the payroll deduction plan such as:

1. Your money is invested for you automatically.
2. The return on your investment is guaranteed.
3. Your investment is safe—backed by the full faith and credit of the United States.
4. No risk of market fluctuations. The securities are always worth at least what you paid, plus accumulated interest.

But there are also some other advantages about which you might not be in- formed. For instance there is a “tax free” Education Plan whereby you can provide for the education of your children and grandchildren. And there is another plan that allows tax deferral for greater re- tirement income. This is all covered in a pamphlet called Tax Advantages of U. S. Savings Bonds. Be sure to get a copy when the Bondwagon man calls on you in the interest of this very worthy nation- wide drive. Again the Company will be glad to make deductions through the Pay- roll savings plan for any purchases you may authorize.

Glen Brock
President

Pres. Brock Addresses A A R Group

Competitors of the railroads received $19.8 billion in government subsidies last year, but there is a growing awareness on the part of the public and legislative bodies that those who use transportation facilities of the public should bear their appropriate share of the costs. President Glen Brock told members of the Freight Claim Division of the As- sociation of American Railroads.

“While we are working on this matter of fair user charges, we have to also work on our own mistakes at home,” he said as the keynote speaker of the seventy-eighth annual association meeting in Memphis.

“The payment of freight claims resulting from loss and damage represent a serious and a large hole in our budget...

“In 1966, $165,000,000 was paid out in claims against the railroads. In 1967, this figure had jumped to $175,000,000 (30% of which was placed in the AAR category of improper handling). In 1968, the figure will probably have jumped to $182,000,000 or nearly 1.3% of our net income. And you have the end result of the dollar loss and customer dissatisfaction. We should al- ways remember that the true measure of success of any industry is the regard in which it is held by the people it serves. Nothing will gain you lasting and satisfied customers faster than good, dependable service, and you can destroy yourself with- out it.”

All Departments Must Help

Describing various efforts that the GM&O is making to improve its own loss and damage claims programs, Mr. Brock observed that it was extremely important to keep the aim of all departments upon the ultimate objective.

Speaking of the railroads generally he said that “the justification for existence is to create place utility such as, for in- stance, a carload of lumber at Chicago is worth more money than the same carload of lumber at say Laurel, Mississipi, where it is produced. Our business is to move it to Chicago. Improve its value in an amount more than that represented by the trans- portation charge and make a profit in so doing. If we do the job properly, we ac- complish our objective, and we have a satisfied customer, who is a repeater. But, last year, we either lost, destroyed, or damaged approximately $12,000,000 worth of goods entrusted to our care and to say the least, created a lot of disappointed customers. In each instance, the customer's next contact with us is through the freight claim department.”

Can Make Valuable Friends

Mr. Brock praised the abilities of the freight claim people and added that they had a wonderful opportunity to make long and lasting friends for the railroad industry.

“They can improve the image of their property, and have the ability and the op- portunity to make happy customers out of disappointed ones,” he said. He advised claim men not to become disheartened in their work telling them “without you our total loss and damage cost would be out of sight.”

Brown Retiring Chairman

E. Mason Brown, GM&O General Freight Claims Agent, as retiring Chairman of the AAR Freight Claim Division, called for cooperation in seeking solution to the problems facing freight claim men.

“There is a lot of work to be done in loss and damage prevention, as well as in claim handling procedures. This is our assignment. I am confident we can meet the challenge if we work in a cooperative and timely manner, with each of us carry- ing part of the load.”

Miss T & T A of 1969

Meet Miss T & T A of 1969. She's Miss Karen Ann Stankos of our Pittsburgh Traffic office. She was chosen by the Traffic and Transportation Club of Pitts- burg and crowned at the Spring social function of the organization.

She was selected among many contest- ants based on (1) sincerity, (2) congenial- ity, (3) intelligence (4) poise and (5) per- sonality.

The attractive and efficient young secretary likes fig- ure skating, football, and she enjoys swimming in the summer, but wishes winter would last all year. She is a very avid skier and also a ski instruc- tor teaching at night

Two Are Promoted

Two promotions were announced in the Maintenance of Way Department at Slater, Mo., by Chief Engineer, Mr. Uyema and on the retirement of Track Supervisor R. R. Harvey on July 1.

L. J. Schroeder was appointed Track Supervisor to succeed Mr. Harvey and Section Foreman E. L. Sharp assumes Mr. Schroeder's former duties as Track supervisor.

In his 52 years with the Company Mr. Harvey has "earned the esteem of his as- sociates and their best wishes go with him on his retirement."
General Auditor Swann Retires

"You have been a tower of support to me and have served your position with distinction," Vice President and Comptroller Y. D. Lott tells retiring General Auditor L. W. "Louis" Swann (second from left) at office ceremonies on July 16.

More than fifty business associates from all departments of the general office were present to wish the departing accounting department officer "many golden years of happiness and good health." Mr. Swann was closing the book on a career that began with the company more than 48 years ago when he was fifteen years old. Recounting various interesting business incidents and friendly associations during the intervening years, Mr. Swann observed that it had really seemed a very short time—a happy period of my life."1

In the envelope being presented him above is a delivery order for a suite of porch furniture, a remembrance gift from associates. With no more statistical deadlines to meet, he and his wife, Adelaide (third from left) along with their son will be spending more time at their new home on the Gulf of Mexico, near Mobile.

Other members of the family present for the occasion were two sisters, Addie (also of the Accounting Department), and Mrs. George M. Cox, together with Mr. Cox, a retired Mobile newspaper executive. Previously Mr. Swann had been entertained at a party given by members of his immediate office force.

Gilder Promoted

General Accountant T. M. (Tommy) Gilder, associated with the Accounting Department in various capacities since 1937, was promoted to the position of General Auditor upon the retirement of L. W. Swann.

Coming to the Railroad as a clerk he was quickly promoted to Chief Clerk, Accounts Receivable in 1938 and two years later advanced to the office of Valuation Accountant. Between 1963 and 1965 he was Chief Clerk in the Tax Bureau. In 1969 he was again promoted with the title of General Accountant, the office he held when made General Auditor.

Mr. Gilder is the father of two daughters and a son. He is Trustee, B.E.W. and a member of the Finance Commission of the Spring Hill Avenue United Methodist Church. When time permits he likes to hunt and fish in the Delta waters around Mobile.

Fagerburg Retires

Chief Mechanical Officer P. E. DeWitt, standing, expresses appreciation of the Company to retiring General Mechanical Supervisor R. G. Fagerburg for 49 years of loyal service. From left to right are R. W. Paddock, General Locomotive Foreman; Mr. Fagerburg; C. H. Myers, Pipe Fitter; Mr. DeWitt; General Master Mechanic H. K. Kinney; C. Ziegler, Clerk; P. G. Salmon, General Powerplant Supervisor and L. E. Throhold, Clerk.

Mr. Fagerburg, who started as a Tankwiper, was presented with a complete matched set of fly and spin casting fishing gear by his friends.

Thietje Ends 42 Years Service

Lothar H. Thietje, Office Manager for the Executive Vice President and General Manager, retired recently after more than 42 years with the Company. W. T. Cooper was named by Exec. V.P. and G.M. B. Y. Bodie to succeed him. Also promoted was N. L. (Roy) Cochran Jr., from Assistant Office Manager to Manager Transportation Related Agreements.

Mr. Thietje started his railroad career as a Steno-Clerk in Bloomington and in 1928 was transferred to Chicago as Stenographer to the Master Car Builder. In 1943 he was Secretary to the Assistant Vice President and in 1947 Secretary to the Chief Engineer.

With his wide experience he was made Assistant Office Manager in Mobile in 1955 and Office Manager later the same year. A model train enthusiast and an avid fisherman Mr. Thietje expects to keep busy in his retirement.

Bill Cooper, the new Office Manager, also has wide experience in Operations. His first job was as a Yard Clerk in Tolson Yard. He was later a Bill Clerk, Rate Clerk and Chief Clerk to the Superintendent. He was made Assistant Office Manager at Mobile in 1963, the position he held at the time of his latest promotion.

Roy Cochran began working for the Railroad as a Steno-Clerk in Superintendent's office at Jackson, Miss., in 1939 and held positions in the Traffic Office there from 1941 until he went to the U.S. Navy in 1942. He returned to the Railroad in 1948 as Secretary to the Superintendent at Jackson, Miss., and came to Mobile as Supervisor, Record Department, Operating Department in 1955. He was promoted to Assistant Office Manager in 1963 in the position he held when promoted to Manager Transportation Related Agreements.

Fifty Year Pin

Louis R. Lagman Sr., (left) Supervisor of Switching and Demurrage, reached the fifty year mark recently and Auditor Revenues Claude Adams pins the winged service emblem on his coat lapel.

Friends, members of the family and Accounting Department employees gathered with him at a coffee and cake party in honor of the occasion. Mr. Lagman took a summer job as messenger boy back in 1919, "fell in love with railroading" and completed his education at night schools. He has held various positions in the Interline, and Rate and Divisions Department including Assistant Auditor of Receipts.

Conf'd from Page 3, Col. 3