Government Should Not Go Unrepaid
For Money Spent On Transport Facilities

The red and black hurricane flags were flying over Mobile when the Southeast Shippers Advisory Board convened in the city on September 14 and 15. But the threat of Hurricane Ethel, which eventually failed to materialize, failed to dampen the enthusiasm of the meeting.

Principal speaker at the 131st regular meeting of the organization was GM&O President Glen P. Brock. He told the audience of some 200 members, "The national transportation policy should include the requirement that all commercial users of government-financed water, air and highway facilities pay a reasonable but adequate charge for their use of the facilities."

User Charge Widely Endorsed
The insistence for a user charge by the railroads is not the clamoring of a jealous competitor, Mr. Brock declared. He said, "Presidents Roosevelt, Truman and Kennedy have all urged user charges for those who benefit from transportation facilities publicly provided. Economists who have made a serious study of the question have endorsed it. The Transportation Association of America, through its carrier, shipper, user and investor panels—with the exception of the waterway panel—endorse the principle of the user charge."

He pointed out, however, that "it may be a practical necessity" for the government to provide the huge outlays needed to finance the "improvements and extensions of inland waterways, the establishment of needful airways and airports and the planning and construction of highways."

Should Not Go Unrepaid
But, Mr. Brock declared, "these government expenditures should not go unrepaid" and said that the only answer was the imposition of adequate user charges upon those who use transportation facilities provided at public expense.

As an example of the expenditure of public funds by the government in the transportation field, he said that in Alabama to date the outlay for construction completed, in process and proposed on the 462 miles of river between Mobile and Birmingham amounts to about $190,000,000, or an average investment per mile of $216,456.

Railroads Pay Own Way
He compared this investment with that of the railroads who, he said, provide (Continued on page 3, Col. 1)
Hot Box Detector Joins System-Wide Train Watching Program

The Section Foreman watched the flying wheels of the freight cars as No. 32 flashed by his gang near Alto Pass, Illinois. Suddenly he saw a whiff of smoke from one of the metal-like receptacles that house the wheel axle and smelled the acrid scent of burning oil. Unusual friction was brewing trouble.

As the cabezoon came abreast of him, the Section Foreman quickly grabbed his nose with the thumb and forefinger of one hand and rubbed his stomach with the other hand. In railroad sign language, he was telling the Conductor he had a "hot box" in the middle of his train.

But today in the same area, a TV-like electronic marvel is using a new sign language to report "hot boxes." A camera-like eye — supersensitive to heat — is mounted on both sides of the track just south of Alto Pass (left above). These two eyes carefully view each journal box as the cars roll by.

What they see is translated in a series of vertical lines on a graph at Murphysboro, 18 miles northward. Chief Dispatcher W. A. Bittle and Supt. Thomas examine tape (top right) and graph indicating hot box is shown below. A sudden high line on the graph, standing up as a telephone pole does in relationship to a picket fence, means that the eye has detected unusual heat.

From the height of the line on the graph, it is known how hot is the journal; how soon the car must be set out of the train to avert a possible derailment. As each journal box is recorded on the graph, a quick count on the tape shows the exact location of the car in the train.

But don’t let this marvel of communications discourage you. From time to time many employees, even good neighbors who live and work along the right-of-way, report “hot boxes.” The information which all these people convey with hand signals will be just as welcome and accurate enough for those who would waste time looking for a head-end “hot box” if you clutched your nose and held the seat of your pants.

Turning Back The Pages

Last month our Maintenance of Way Department replaced a segment of all-welded track at Bloomington, Illinois. It was just a routine job, because many railroads follow this procedure in joining their rails together today.

But in passing it is noteworthy to remember that back in 1946 when the Alton (now GM&O) first placed welded rails along the Bloomington station platform, it was among the first such installations in the Country.

Why did The Alton select this particular spot for the experiment? Because passenger trains, starting and stopping in the same place so many times each day, caused unusual damage to the tracks where the rails were joined. The welded, joint-less rails appeared the solution to an expensive maintenance problem.

Tax Discrimination In 31 States Costing Railroads $141 Million Annually

Tax discrimination in 31 states, resulting from railroad property being assessed at a higher value than other industrial property, is costing the railroads more than $141,000,000 annually.

This was pointed out by GM&O Vice President and General Counsel J. N. Ogden, a tax attorney of wide experience, in an address before the National Tax Association in New York City recently.

He termed the practice “studied and deliberate” to “soak” the railroads. Freight shippers cannot afford it in terms of higher rates, poorer service and delayed capital improvements, he said. Also about the unfair tax assessments he declared they jeopardize the position of railroad investors, labor and the ability of the railroads to perform in times of a national emergency.

All Citizens Exposed

The railroads are asking for remedial legislation.

Here are the approximate percentages of value at which property is assessed in the states through which GM&O operates:

<table>
<thead>
<tr>
<th>Railroad Property</th>
<th>Property of others</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alabama</td>
<td>40.00%</td>
</tr>
<tr>
<td>Illinois</td>
<td>100.00</td>
</tr>
<tr>
<td>Louisiana</td>
<td>40.00</td>
</tr>
<tr>
<td>Mississippi</td>
<td>35.00</td>
</tr>
<tr>
<td>Missouri</td>
<td>50.00</td>
</tr>
<tr>
<td>Tennessee</td>
<td>100.00</td>
</tr>
<tr>
<td>Kentucky</td>
<td>60.00</td>
</tr>
</tbody>
</table>
User Charge

(Continued from page 1, Col. 2)

freight service in the state over 4,964
miles and passenger service over 3,797
miles, at an average investment per mile
of road of $76,214, or "at about one-third
the capital cost of the river." He said that
the proposal to provide a nine-foot chan-
nel on an additional 300 miles of water-
way up the Alabama River to Montgom-
ery would cost an additional estimated
$130 million, an average of $430 thousand
per mile.

"Surely," Mr. Brock observed, "there
might be little justification for furnishing

CONCERNING TAXES

"Businessmen everywhere it ap-
ppears to me often fail to realize
what little effort they put forth to
support and protect the private en-
treprise system. The erroneous
though common conception is that
if the money comes from Washing-
ton we will get something for noth-
ing. We never get the money back
from Washington that we send
there, and we never will."

free to our large competitors such an
expensive a facility that is capable of
serving only a limited segment of the State."

He Told His Audience

"We may all have cause to ponder the
economic justification for such an expendi-
ture when we consider that the Alaba-
ma railroads, as the main target for the
added competition, annually contribute to
the cost of state and local government in
Alabama some $35 million and to the
Federal government more than $30 mil-
ion, a proportionate part of which is
used to furnish the crippling competition
which I have described."

Modern Civilization

Twice during an outdoor concert in
Philadelphia's Robin Hood Dell this sum-
mer, 73-year-old conductor Leopold Sto-
kowski stopped the music while he wait-
ed for discordant noises to fade into the
night—the rumble of a passing train, the
bellowing of a diesel horn. The crowd
applauded when Stokowski turned and
said: "We must be patient with modern
civilization." Afterward, Stokowski pre-
aced his encore by expressing the hope
that it "would not disturb the railroad."

Two Are Promoted;
C. W. Peterson Retires

Two officers of the Accounting Depart-
ment were promoted and a third one re-
tired effective October 31. Named General
Auditor to succeed C. W. Peterson, who
is leaving the service after 48 years ser-
vice, is L. W. Swann. George T. Ben-
ett, Auditor-Property Accounts, assumes
Mr. Swann's former office of Assistant
for Vice President and Comptroller.

Mr. Swann began his business career
with the old Gulf, Mobile and Northern
Railroad (now GM&O) as a messenger in
1928. He held various positions in the Ac-
counting Department until 1940 when he
was appointed Auditor of Gulf Transport
Company, high subsidiary of GM&O.
On June 15, 1946, he was promoted to
the office of Auditor of Subsidiary Lines
of GM&O and in July, 1947, was made
Assistant to Vice President and Com-
proller, the position he held until made
general auditor.

Mr. Bennett joined the GM&N Railroad
in 1928 and was a Clerk in the Valuation
Department until made Valuation Ac-
countant of the Mobile and Ohio Railroad
in 1932. When GM&N and M&O became
GM&O through a merger in 1940, Ben-
nett was promoted to Chief Valuation Ac-
countant. In 1951, he was promoted to
Valuation Engineer-Accountant and made
Auditor-Property Accounts in 1953, the
position he held when he was promoted
October 31 to Assistant to Vice President
and Comptroller.

The retiring General Auditor went to
work for The New Orleans Mobile and
Chicago, another predecessor line of GM-
&O, in 1912 as a Passenger Clerk at a
salary of $35.00 a month.

Two years later he became a Disburse-
ment Clerk and in May 1928 was ap-
pointed Auditor of Disbursements of
GM&N. In 1924 he became Assistant
Comptroller and in 1940 General Auditor.

The personnel changes were announced
earlier by GM&O Vice President and Comptroller
Y. D. Lott.

Your Pay Check

The federal railroad retirement system
celebrated its Silver Anniversary August 29.
During the 35 years of its existence
it has been expanded by numerous amend-
ments into a comprehensive system of
employ protection against income loss or
extraordinary expense resulting from old
age, disability, death, unemployment or
sickness.

When you get your pay check do you
ever stop to think how much smaller it
would be if the Company was not bear-
ing part or all of the expense of many
of these benefits which you enjoy?

Just take the benefits mentioned above
and, as an example, say your pay check
is on the basis of wages of $400 a month.

If the Company didn't pay half of your
railroad retirement and all of your un-
employment and sickness benefit costs
for you—instead of getting a $400 pay check
each month you would receive one for
only $358.

Or looking at it another way, your
$400 pay check is actually worth $442
to you, plus the income tax you would
otherwise pay on $2, because the Rail-
road pays out to your account on these
items of benefit alone $42 a month.

Piggybacks a coming

When one problem can be solved it is
worth while, but when three problems
are solved at one stroke it is truly worth
while—and the use of piggyback freight
does exactly that. Every day or so a train
carrying piggyback freight goes through
Carlinville on the GM&O and less fre-
quently on the Illinois Terminal Railroad
—taking just that much truck traffic off
state and federal highways.

Piggyback freight gives the railroads an
aided income, and they certainly need
that; it takes trucks off the highways and
that is a benefit to the public using those
highways: it is an economical system of
transportation.

—From Macoupin County En-
quirer (Carlinville)

What Is A Suitable Car?

A clean freight car, according to the Na-
tional Clean Car Committee of the Na-
tional Association of Shippers Advisory
Boards, is a car that when released by
the receiver is in such condition that it
could be reloaded immediately with the
same or similar commodity.
Looking over the new “hot box” detector are Telephone Maintainers G. G. Strong and Cortez Fowler, along with Asst. Sup't of Communications W. D. Archer and Signal Supervisor J. M. Wuerpel. (See story page 2)

**Railroad Dog Has Charge Account at Ice Cream Shop**

Many proud canines can rightfully claim mention in the American Kennel Club register, but when one can boast of a good Dunn & Bradstreet credit rating—that’s news.

Actually, “Fiddles,” a seven-year-old terrier may not be listed in D&B’s latest credit reports, but prompt payment of the pooch’s charge account with his neighborhood soda fountain has certainly earned him a AAA rating.

Fiddles has a weakness for pineapple sherbert ice cream cones and the determination to do something about his cravings. He slips away from his master’s home at 420 Fairmont to visit Royal Sundries, just a few doors away.

Tom Avery, manager of the neighborhood store, dishes up a refreshing double-dip of Fiddles’ favorite and by agreement with the dog’s master, G. R. Kelley (GM &O Supervisor) puts it “on the cuff.”

The account settled every two weeks, must add up to a considerable sum in view of Fiddles’ appetite that often calls for seconds and thirds of his favorite dish.

—Thanks Chief Clerk A. H. Right, Sr., for clipping from Jackson (Tenn.) Sun.

**Commuter Comments**

Modernization of passenger cars used in our only commuter train service (Chicago-Joliet) is getting widespread praise from riders.

W. B. Cheadle, General Manager of the DesPlaines Valley Improvement Association, in his letter to member communities: “GM&0 Commuters now ride cars among the best in commuter service out of Chicago.”

He adds, “D VIA has advised against opposing fare increases equal to those obtained by the Rock Island at Joliet because GM&O trains 16 and 17 continue to lose money on out-of-pocket costs. Current wage increases for railroad employees will increase those losses and result eventually in higher fares. There are few industries in which wage increases can be granted without increasing the retail cost.”

**Apologies**

In the last issue of the GM&O News we listed various members of the traffic department who had been elected to offices in Traffic Clubs throughout the U.S.

The mail tells us we omitted these and our apologies to: W. G. Mathies, 2nd., VP, Mobile Traffic and Transportation Club and running presently for the Presidency; A. B. Engel, President, Atlantic Transportation Club; Sam Dorman, Secretary, Transportation Club of Springfield and C. E. Jensen, Editor, Chicago Tribune (consultant on the occasion of Mr. Gehrig’s fiftieth anniversary of railroad service. A son P. J. is following in his father’s footsteps and is trackmaster with headquarters at Springfield.

**Junior Rail Team**

Murphysboro Dispatcher W. A. Poole is quite a baseball manager. His team of eight year olds had a perfect record in the First Year League. And why not with these GM&O youngsters on the team, Richard Payne (Daddy is Special Agent); Glen Thomasen (father is Superintendent) and the dispatcher—Ball Manager’s son, Bobby.

**Ray of Sunshine**

Small boys with good aim cause Chief Special Agent Bill Jess (Springfield) many a headache. But a bright ray of protective sunshine was a letter he received recently.

Wrote a Missouri father and mother, “I want to thank you for your letter concerning my son. And to thank the officer who talked with him, as outside help from older folk, I believe, will help our younger generation. We have told —— he is not to ever use the tracks again. As boys do not always think of the damage they can do, even to (communicate) line, shooting at birds.”

**A Milestone For Many**

Fifty-year employees received gold buttons and white passes at a series of individual presentations all over the railroad.

Honored employees were: Train Dispatcher C. H. Graham, Tuscola; J. G. Graves, Hooska; Section Foreman Palmer Armstrong, Bogalusa; Operator C. H. Adolph and Engineer C. W. Andersen, Normal; Agent J. B. Jirsa, Lincoln; Enginehouse Foreman J. J. Parker and Crossing Flagman Peter Fanchi, Joliet; Engineer T. M. Waskley and Engineer P. R. Nenne, Bloomington.

Section Foreman Philip L. Gehrig, Sr. (center) of Girard with Track Supervisor J. L. McMillan (left) and Assistant Engineer E. M. Unzicker on the occasion of Mr. Gehrig’s fiftieth anniversary of railroad service. A son P. J. is following in his father’s footsteps and is trackmaster with headquarters at Springfield.

**Tragic Accident**

A tragic accident in which a gasoline tank truck failed to stop at a Birmingham grade crossing and pulled onto the tracks in front of one of our freight trains took four lives on August 3. Killed in the blazing accident were three L&N trainmen—Engineer Albert Johnson, Fireman Mitchell Jones, Brakeman Thomas D. Martin and Truck Driver Archie M. Boothe. GM&O trains use L&N tracks and crews between Birmingham and Tuscaloosa.

Previously, alarmed by the growing number of fatal accidents involving rail-er-trucks at railroad crossings, five operating brotherhoods had petitioned the Interstate Commerce Commission to take federal action looking towards more stringent safety regulations in the transport of inflammables over the highways. Several Railroads, including GM&O, supported the brotherhoods’ plea. However, the I. C. C. has since turned down the organizations’ petition mainly on the grounds that state regulations appear to be the most effective present means for improvement of the situation.