The old policy of cut out and get out is gone, President Glen Brock said in a recent address before the Mississippi Forestry Association at Jackson, Miss. "Today it is cut, plant, sell, and improve, protect in every way possible, this renewable resource," he said. The MFA membership is composed of forest industries, timberland owners, pulpwood mills, banks, equipment manufacturers and related industries.

From left to right at the speaker's table are Lieutenant Governor Carroll Garten of Mississippi and Mrs. Garten; R. M. Hederman Jr., publisher of the Jackson Clarion-Ledger and Daily News; Mrs. Brock; Mr. Brock at rostrum; John Thompson, chief forester; John Magee Corporation, Natchez; Mrs. Tallulah D. Littlejohn and Senator Littlejohn, chairman of the Senate Forestry Committee; and Francis Geoghegan, chairman of the House Forestry Committee.

Pres. Brock Addresses Forestry Association

President Glen Brock addressed the twenty-eighth annual convention of the Mississippi Forestry Association at the opening night dinner in Jackson on November 9. Honor guests on the occasion were chairman of the Mississippi Senate and House Forestry Committees, Senator Tallulah D. Littlejohn and Representative Francis Geoghegan.

Mr. Brock praised Mississippi for its "close working relationship with business" and predicted that the State will develop into one of the fastest growing industrial states in the Nation.

Recognition For Timber Resources

The dinner speaker cautioned, however, that the degree of the progress would depend upon the recognition the State and all concerned give to the importance of all aspects of Mississippi's timber resources.

Mr. Brock was introduced by R. M. Hederman Jr., publisher of the Clarion-Ledger and Jacob Daily News. A luncheon address the next day was by Lamar M. Foering, vice-chairman of the Board of International Paper Company, New York, N. Y.

The G&M&O president traced the history of the Mississippi-chartered G&M&O Railroad and its territory from a time when 8% of its total revenue came from the forest. He told how when the virgin pines were cut out the Company had to "expand" to find new tonnage or "expire." Today Mr. Brock said, the forest has returned to prominence "One out of every five carloads we handle comes from the tree," he said, and emphasized that this was impressive because G&M&O served big industrial centers from the Gulf to the Great Lakes.

New Policy for Trees

The President of the line that has almost one-third of its mainline mileage in Mississippi, said that the changed attitude of the people, as reflected in the State legislature and in the State administration, and the advent of the professional forester were responsible for the tremendous strides made and the bright forestry outlook. "The policy of cut out and get out is gone. Today it is cut, plant, sell, and improve, protect in every way possible this renewable resource, and though there is much yet to be done, the show is pretty well on the road," Mr. Brock declared.

G&M&O on a projected basis is already exceeding a forecast made some months ago by the pulpwood industry that wood production in the South and on G&M&O particularly would double 1965 over 1964. Mr. Brock reported.

"Fortunately, we ordered more equipment than we thought we would need because the industry has been so successful in building plants, and we still have more cars on order," he said. "This illustrates the importance of all of us working together as closely as possible to avoid shortage and excess," he added. He said G&M&O had expended 69,000,000 in the last five.

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Attend Forestry Association Dinner

GM&O representatives at Jackson attending the forestry dinner were from left to right: Mr. and Mrs. Jim Brown and Mr. and Mrs. Fred Johnson. Mr. Brown is Division Freight Traffic Manager and Mr. Johnson resident Assistant Vice President. Next on the right is T. T. Martin, Vice-President Industrial Development, Mobile and Wayne Burragge, Agricultural and Forestry Agent, Louisville, Miss. Mr. Burragge is a member of the Board and Executive Committee of MPA and directs the Association’s all important Teachers’ Conservation Workshop.

Pres. Brock’s Address

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He pointed out that large paper mills are under construction at Ferguson, Mississippi, by St. Regis Paper Company that GM&O will serve through Vanilla, Mississippi, and at Montgomery, Alabama, by the Union-Carolina Corporation, also served by GM&O.

$350 Million in Equipment

"Railroads must spend more than one-half million dollars for freight car equipment for each 45 tons per day of outbound manufactured product," Mr. Brock estimated. He explained that this was based on 50% of the wood and wood chips coming into the paper plant by rail and each one of these inbound cars making 30 trips a year. He said on the average it takes two cords of pulpwod to make one ton of the manufactured product. "The ten principal pulpwod carrying roads in the Southeast own or have on order between 25,000 and 30,000 pulpwod and chip cars valued at re-production cost new approximately $350 million," he said.

In this sphere of car utilization Mr. Brock sees the greatest need for closer work between the tree owner, the user and the transporter. "We try to keep the car supply adequate, but not excessive," he said. He explained that new cars that carry wood that has been chipped in small pieces for paper mills cost about $15,000, the same price as a box car carrying the finished product. Cars that carry the short pulpwod log cost between $10,000 and $12,000, he said.

"Sudden shifts in wood production without notice or sudden shifts in the use of chips in lieu of round wood or the reverse," hamper the railroads’ ability to perform efficiently, he said. Correcting these "bread and butter" procedures that are beyond the "broad area of policy" improve relationships and "make for one of the musts of private enterprise; namely, profit, from which so much of our benefits flow," Mr. Brock emphasized.

Shipper cooperation like this, he said, is responsible to a large extent for the fact that GM&O hauls a ton of freight one mile for an average of less than one cent — 29% less than in 1938. The GM&O president said by comparison consumer prices have risen 12% during the same period.

Lens Lost, Friend Gained

"It certainly is a pleasure dealing with such nice people that care," a University of Mississippi co-ed wrote the Gulf Transportation Company recently.

Aboard a charter bus with members of the University band, she lost a small case containing her contact lens. A quick telephone call to M. S. Gilliam, Superintendent of Operations at Mobile, prompted a quick search by Drivers Joe Hill and L.G. Alexander at the Jackson, Tennessee terminal. Diligently going through the trash already removed from the bus, their search was successful.

"The band director and all the gang just couldn’t believe that kind of efficiency. Believe me we are the Gulf Transport Rebel band," the grateful girl acknowledged.
Promotion Announced
W. W. Ayers and W. J. Hedgepeth were appointed Assistant Track Supervisors and Jeffry Wells Apprentice Engineer in recent announcements by Assistant Chief Engineer J. R. Harris.
Mr. Ayers will work out of Louisville where he has been motor car repairman since 1963. He was first with the Ramer, Tenn. section in 1951, becoming a track machine operator in 1954 and later a Relief Section Foreman.
Mr. Hedgepeth will have headquarters at Meridian. He began his service with the Hopewell, Mississippi section in 1954 and has also worked as a track machine operator, from 1958 until 1962. He has experience, also, as a Relief Section Foreman.
The new Apprentice Engineer is the son of Section Foreman J. A. Wells of Philadelphia, Mississippi. Mr. Wells attended the University of Southern Mississippi on a co-op program working for six months and studying six months each year between 1961 and 1966.

Imagine paying as many dollars in taxes as there are crossties on the railroads. This is exactly what the railroads do.
If you place one dollar on every crosstie in the 372,000 miles of U. S. railroad track, the total would add up to $913 million. This figure is just $1 million short of the annual corporate, property and employment taxes paid by railroads to Federal, state and local governments.

Commended
Close attention and prompt action possibly averted serious accidents and the following employees have been commended and have the thanks of the Company for their good work:

Flagman D. G. Williams who noticed a noise as his caboose on Train 32 passed a point south of Angie, La. No. 33, was flagged over and repairs to the rail made.
Conductor T. H. Rogers for reporting a broken rail in the house track at Hopewell, Miss.
Engineer E. F. Price and Section Foreman J. A. Newby discovered a broken journal on a foreign car coming into the Meridian yard on Train 31, which permitted the stopping of the train without excessive damage.
Engineer F. Delz, Fireman C. N. Dillard and Yardmen G. B. Pleck, J. R. Sestak and J. E. Cooney who stopped No. 4 when a truck stalled on the main line.
Yardman F. W. Werner who found a chain dragging and corrected it in the Chicago yards.
Engineer D. O. Bates and Fireman R. G. Lower on Train 4 who reported a bridge on fire at Mazonia.
Engineer A. K. Norville and Brakeman J. H. Tarbox on the B&OCT Railroad reported an automobile abandoned on the tracks near Argo and had No. 4 stopped before striking it.
Conductor L. M. Arnett of Crown-Zellerbach Company reported a broken rail.

First Train Ride For Many Youngsters
It was the first train ride for many of these youngsters who traveled from Chicago to Granite City and return to compete in the State Finals of the Illinois Junior Sports Jamboree.
It was a thrilling experience for them, Illinois Youth Commission Chairman John A. Troxie wrote the Railroad to express "sincere gratitude for making the trip possible."
He praised GM&O personnel for its "exceptional cooperation" and particularly commended Division Passenger Agent Ray Harrison at Springfield who coordinated the details and rode the train with the 202 young athletes.
National Magazine Features GM&O

Railway Age, a national weekly magazine with a record of more than 100 continuous years of reporting railroad developments, devoted its front page cover, above, and four inside pages to an article about how "GM&O converts trainload movements into profits".

Author Charles Layng praises the successful management and efficient operation, and details advancements GM&O has made in methods for mass moving and pricing such commodities as coal, alumina, grain, wood products and automobiles.

Following are excerpts from the article. Other parts of the text dealt with facts about the actual operation of our unit trains with which most GM&O employees are already familiar.

By Charles Layng

Some of the biggest shippers on the Gulf, Mobile & Ohio suffered from strikes and shutdowns in the early months of 1965. However, the officers of that railroad managed to operate it so successfully as to produce net income of $6,302,000 — greater than in any year since 1955. This resulted in earnings per share of common stock of $4.92, compared with $4.92 per share in 1964, a 30% increase.

Other statistics as to the economy and efficiency of GM&O operation are equally revealing. For example, freight train load increased by 12.5% in 1965, compared with 1964. This was higher than any other major railroad in the country. The GM&O was second in man-hours per million composite train miles. It was first in the Southern Region in gross ton miles per freight train hour and tied for first in the cost of fuel per 1,000 gross ton miles. With a 20.3% increase in freight traffic density, it was first in the country and second in the percentage of tons originated to total tons carried, measured by the percentage of increase. The GM&O was also first in the percentage increase in revenue ton miles for the country. It led the Southern Region in the percentage of loaded to total freight car-miles and the average length of freight haul, which was 315 miles.

Still going up. This situation has continued, with considerable improvement, into 1966. Railway operating revenues for the first nine months were over $5 million higher than in 1965, compared

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Railway Age
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with an increase in railway operating expenses of approximately $2 million.

This showing can be attributed to a
fattened management—which, for ex-
ample, anticipating the need for new
power and equipment, was able to move
rapidly and buy 100 diesels and about
3,000 new freight cars ahead of the re-
cent rise in interest charges. The interest
on the debt thus incurred is about 2%-
less than it would be at current interest
rates. Meanwhile, the locomotives have
been performing excellently in taking
care of the materially increased traffic.

Another prime factor: President Glen
Brock has been an ardent enthusiast in
the establishment of trainload move-
ments.

In this latter respect, the GM&O has
had considerable success. For example,
revenues for transporting coal amounted
to $2,151,000 in 1964 and $3,828,000 in
1965. The latter figure represents an in-
crease of $4,378,000 in coal revenue over
1964, and $4,577,000 over 1963, as
trainload movements of coal were started.

* * *

Commenting on the increased efficiency
of trainload movements that permit quoting
of competitive rates with other forms
of transportation, Author Layng said:

"In line with the program for reducing
the operating costs of handling the traf-
fic, the GM&O has reduced these savings
along to the customer. "I travel 60,000
miles per year all over the system check-
ning operations on the ground, and several
of the other executives do likewise," Presi-
dent Brock explains. "This is a more
personalized railroad than most and
through seeing the operations on the
ground, and the officers and employees
personally, we have been able to sug-
gest improvements that have made reduc-
tions in rates possible, while, at the same
time, our total revenues were increasing.
The results as shown in our annual report
indicate that we are simply making more
profit by handling more pounds of freight
more efficiently."

* Upward and upward. The figures
bear out Brock's statements. For the last
23 quarters, net income and earnings per
share have exceeded those of the compar-
able quarter of the year before, without
exception.

"This is the picture of a railroad sys-
tem that has attained the development
from a small line to a well-rounded sys-
tem of 3300 miles in just 25 years.
An efficient and reasonably profitable
enterprise, its constant efforts are directed
further internal growth through the con-
tinuous economic advancement of its
promising territory, much of which is
just coming of age industrially. "Through
diligent research and development of all
natural resources, every industrial poten-
tial and every traffic possibility that
come to light, we feel that we can be
of expanding usefulness and justify our
continued existence in the wide and
growing area along our line from the
Great Lakes to the Gulf of Mexico," is the
way President Brock sums it up.

Conscience Money

A passenger who didn't pay his fare
many, many years ago eased his con-
science with an unsigned letter and six
dollars in gold recently. "Kindly put it
into the Company's Treasury," he asked.

Man of Many Hats

Roadmaster John Lloyd McMillan is
first and foremost a railroad man. But
when he is not patrolling his territory be-
tween Springfield and Kansas City he is
an inventor, a poet and a painter of
unusual ability.

Working in off-hours at home, just a
short walk from his Springfield office,
this versatile man has patented four rail-
road inventions. Several others are in use
about which he has not patented. Patent
rights are costly and hard to protect. Al-
ways the railroad man, John McMillan
believes that when his inventions help his fellow
worker do a better job faster or safer, he's well repaid.

His painting days go back to the fifth
grade in school when an interested teach-
er gave him his only instructions. Now
his water colors sell. In order to display
them properly he changed to his inven-
tor's hat and came up with a frame
which features beveled glass or plastic.
The idea was good enough to be patented.

He started writing poetry to get gas-
oline money for a high school jalopy.
Newspapers and magazines were his
market. Just recently he sold some of his
poems which are included in a slender
little volume called Sixty-six Poets
published by the Prairie Press.

When John McMillan is not railroad-
ing, inventing, painting or writing poems he's
interested in his wife Josephine's hobby,
cooking family dishes. Often he has to
leave some of these delicacies half eaten
or his own brain children unfinished to
back out his motor car and answer an
off-hour emergency.

Attend Plant Ceremony

Georgia-Pacific recently dedicated its
new $5,000,000 Southern Pine plywood
plant located on our Line at Louisville,
Mississippi. On hand for the opening cer-
emonies were (from right to left) Com-
mercial Agent J. W. Barlow, Agricultural and Forestry
Agent, Louisville Division Freight Agent
J. A. Savadra and Jack Holman, Mis-
sissippi State Forester, Jackson, Missis-
ippi.

Yet to be completed by Georgia-Pacific
in Louisville is a particleboard plant that
will have an annual payroll of $520,000.
The Company owns Southern pine timber
lands in the Louisville area in excess of
29,000 acres.

Carmen E. W. Brannrin who came to
Jackson, Mississippi from Bogalusa when
the New Orleans Great Northern Railroad
opened Capitol Yards in 1927 turned the
corner on fifty years of service recently.
With full steam ahead he received his
Fifty Year Service Pin and Gold Annual
Pass from Mechanical Foreman J. S.
Barrett (left).