MERRY CHRISTMAS
AND A HAPPY NEW YEAR!

Christmas is a glorious and joyous day — the celebration of the birth of Jesus Christ. No other commemoration gives so much happiness to so many people. "Glory to God in the highest and on earth peace, good will towards men," is its inspiring message.

On this wonderful day of family-togetherness my thoughts will be with you. I wish you the very merriest of Christmases and may the New Year bring you all the blessings of good health, the brightest of futures, and much happiness. For your warm friendship and loyal support I am forever grateful.

Glen Brock
President

New Microwave System Pushes Forward

Our new microwave system that permits 600 conversations and business transactions simultaneously is being used effectively between Mobile and Meridian as work continues on construction of the system-wide network.

Replacing a carrier circuit that transmits up to fifteen conversations at one time over telephone wires, the microwave system transmits through the air by means of terminal and repeater stations located on or near the railroad.

As the network moves northward toward the buildings housing the equipment below them are being readied for installation at Chapel Hill, Macon, Artesia, Mudhol, Okolona, Tupsul, Bronzeville, Corinth (Miss.), McNary, Jackson, Fruitland, Rutherford (Tenn.) and Fulton (Ky.). The entire railroad is to be linked by this space age communications system which is already expediting operations, particularly at Mobile where so much of the Company's business flows.

Habit Accident Cause

Most grade crossing accidents involve local drivers who are familiar with the crossings, and more than two out of five of the accidents reported each year occur at crossings where some form of protection is provided, according to Harry Porter Jr., Manager of the National Safety Council's Traffic Department.

"Most drivers involved in fatal crossing accidents live within 25 miles of the scene," Porter said. "Habit is an important factor in crossing accidents. A motorist crosses railroad tracks a hundred times and no train is in sight. He is conditioned to a secure feeling that the train won't be there the next time and relaxes his vigilance."

Porter said the best safeguard for motorists is to slow down when they see the round advance railroad warning sign. "As you approach a crossing be sure your vehicle is under control," Porter advises. "Slow down to speed that will allow you to stop safely . . ."

Martin is Honored

T. T. Martin, Vice President, Industrial Department, has been appointed to two important advisory offices. Governor Albert Brewer named him a member of the Alabama Educational Television Commission and the Southern Industrial Development Council elected him to the board of directors.

Mr. Martin is widely recognized in the field of plant location and is active in civic and religious circles. He is Chairman of the Board of Trustees of Mobile College.
Claim Head Retires

General Claim Agent LeRoy E. Grove, who had been associated with the Company since 1938 and with the railroad industry for a total of more than 50 years, retired recently.

"His associates and friends extend to him their best wishes for the future and his energetic and cooperative spirit have been a source of inspiration to those working with him," Vice President and General Counsel James N. Ogden said upon Mr. Grove's retirement.

Mr. Grove, a native of Maryland, came to the company in 1933 from another railroad and was Claim Agent at Bloomington. Then he was promoted to Assistant General Claim Agent at Chicago, being promoted to General Claim Agent at Mobile in 1963.

Four Are Promoted

With Mr. Grove's retirement four appointments were announced in the Claim Department by Mr. Ogden.

They are:

Assistant General Claim Agent J. H. Craig, Tupelo, Miss., to Senior General Claim Agent, with jurisdiction over the entire system, and with offices at Tupelo, Mississippi, and Mobile, Alabama.

Regional Claim Agent G. J. Kunde, Chicago, to General Claim Agent at Chicago, with jurisdiction over all lines north of the Tennessee - Kentucky state line.

Claim Agent W. E. Jobe, East St. Louis, to General Claim Agent at Mobile, with jurisdiction over all lines south of the Tennessee - Kentucky state line.

Claim Agent J. W. Snyder of Chicago to Claim Agent at East St. Louis, Illinois. The new Senior General Claim Agent served as Claim Agent at Jackson, Tenn., Tuscaloosa, Ala., and Tupelo, Miss., 1928-1962 when he was promoted to Assistant General Claim Agent at Tupelo.

Mr. Kunde was first Claim Agent at...

5,000 Boys in GM&O Forestry Contest

Each year more than 5,000 school boys in some 50 different communities along the line in Alabama, Mississippi, Louisiana, and Tennessee compete in forestry conservation contests sponsored by the Railroad together with interested civic groups.

The program like other types sponsored elsewhere in our seven state territory, is the Railroad's way of expressing its desire to be a good citizen. Also we have a big stake in forestry conservation and reforestation as one out of every five cubic feet of freight we haul stems from the tree.

The forestry conservation contest currently under way in Jones County, Mississippi, is unusually interesting. It was in this County that the Masonic process for making wall boarding was first developed, Laurel, the principal city, became the first big wood products producing center on our railroad.

Originally the hub of a vast virgin pine forest, then later a bare wasteland after the saw mills had left, the area is again a perpetual forest due to the wise and energetic tree planting and conservation efforts of industry and individuals there.

In connection with the Jones County contest sponsored by the Railroad and the Jones County Farm Forestry Advisory Committee, GM&O Agricultural and Forestry Agent Wayne Burragge recently conducted a forestry conservation demonstration at the South Jones County High School at Ellisville. Mr. Burragge told forestry and agricultural students at the school that Jones County farmers owned 73,000 acres of Jones County and pointed out that it was here that they could be most helpful. He declared that there was always a cash market for the harvest of their trees and also emphasized the job possibilities of following a career in forestry. "Also you'll be growing more timber for Jones County," he said.

Future Farmers of America are the backbone of the programs, and in his demonstration on the school grounds where the students are conducting their own woodlands growing experiment under Vocational Agriculture Teacher John V. Poole, Jr., Mr. Burragge showed quick methods of scaling the size and estimating the age of timber and with the formulas for proper culling, etc.

E. J. Dennis, Ovett civic leader and President of the Jones County Farm Forestry Advisory Committee that is co-sponsoring the woodlands contest, expressed appreciation for the interest the Railroad is showing in helping to educate young people to the need for the continued wise usage of forest resources. Other members of the Committee are Dr. Thomas E. Leggett, Jr., Vice President, and Winston P. Shows, Secretary-Treasurer, both of Laurel.

Kansas City Bowler

The Kansas City Traffic Club News says it looks like Freight Traffic Representative Bill Gorona, who is Captain of the GM&O bowling team is going after the "most improved bowler" award this year. He was recently seen sporting a new ball and scoring over his average the first time he used it, the bulletin added.
Promoted In Traffic

Gerald Stuckey was born and raised in a horse that stands within a train length of GM&O Division Headquarters at Meridian, Miss.

"I just became railroad acclimated," he says in explaining what led him to his first job with the Company as a messenger boy. Now 24 years later and a number of impressive promotions behind, he is getting acclimated to his new office in Mobile as Assistant to Vice President—Traffic.

But this shouldn't take long. The new traffic executive is well grounded in both operations and sales. From his first messenger boy job, he moved to various clerical position at Meridian, Montgomery and Columbus, working closely with train movements.

In 1952 he transferred to the Traffic Department as Route Representative at Artesia, Miss. Three years later he stepped up to Commercial Agent at Bloomington and in 1960 was promoted to Division Freight Traffic Manager at Springfield. Seven years later saw him advanced to head the Chicago office as Freight Traffic Manager.

The new Assistant to Vice President—Traffic, aged 42, could well be mistaken for a pro linebunker. He stands 6 feet 9½ inches tall and did play football in high school. Today he likes to hunt and fish. But since the death of his wife most of his time away from the office is devoted to being both mother and father to two daughters and two sons, between the ages of nine and five.

"People tell me I need a hobby," Gerald Stuckey reflects. But he quickly adds that he hasn't found the need yet and he gets pleasure out of his work and his family.

Chicago Traffic Head

Harold G. Johnson, Division Traffic Manager at Chicago since 1966, has been promoted to the position of General Sales Manager. A native of Chicago with experience with the Company since 1946, he succeeds the duties of Gerald Stuckey, who is the new Assistant to Vice President—Traffic at Mobile.

Mr. Johnson was in the Passenger Department until 1960 when he transferred to the freight sales side at a Commercial Agent. He was promoted to Division Traffic Manager in 1968 and all of his service has been in Chicago.

He and Mrs. Johnson have one son and reside at Park Forest, a Chicago suburb.

New Vans For TOFC Service

Twenty-five more Trailer-On-Flat-Car vans were delivered recently at Meridian for service on the railroad. Our piggyback service continues to increase with almost every type of manufactured product included in their consist. This should be good news to all motorists, for every truck on a flat car years and one less of our big fellows with which to contend on the highways.

Air Mail Special

The Data Processing Department was bewildered when the mail boy delivered a caged carrier pigeon to the desk of Manager John Sutton recently.

The mystery was explained when a message with the bird disclosed that the Penta Computer Associates of Madison Avenue, New York were trying out a new advertising scheme.

According to instructions the bird was watered, an answering message put in the capsule on its leg and released by Clauson Shaffer, a researcher in the Department, and Cornelia Jones, clerk.

General Attorney

William A. Kimbrough Jr., Attorney for the Railroad in the General Offices at Mobile since 1965, was appointed General Attorney recently.

A graduate of the University of Alabama Law School, Mr. Kimbrough came to G&M&O from a former position as Assistant United States Attorney for the Southern District of Alabama.

Active in civic affairs, especially with the Junior Chamber of Commerce, Mr. Kimbrough devotes most of his time to this direction. He likes sports of all kinds and while getting a B.A. degree at the University of the South, Sewanee, Tennessee, lettered four years in football. He and Mrs. Kimbrough are the parents of a daughter, Mary Elizabeth and a son, William A. III.

Editorial Assails Truckers

A recent editorial in the Mobile Register takes the big truckers to task for their "high pressure tactics in lobbying for legislation to put larger trucks on the highways contrary to the wishes of the general public."

The editorial says in part:

The Private Truck Council of America, Inc., is in a state of what is familiarly known as high disquiet, otherwise known as deep displeasure.

In a publication which has come to the attention of Rep. Fred Schwengel of Iowa, the Truck Council has applied terms such as "inconsiderate" and "superior intellectuals" to opponents of the bill in Congress (H.R. 1070) to put bigger transport trucks on the highways.

It flew off the handle with these uncomplimentary terms because, it says, "taps are being played on Washington" over the bigger truck bill. Of course the bill is getting what it deserves if taps are being played over it.

Mr. Schwengel, a congressional leader in what has developed into a tidal wave opposition in the nation to the bill for still bigger trucks, takes offense at the terminology used by the Truck Council in its anger at the opposition.

"It is typical of the high-handed arrogance of the truck lobby to lightly disregard the desires and feelings of a clear majority of the citizens of this country," he says after remarking that he takes the comment of the truckers as a direct personal affront" and highly resents it.

If the truckers are as wise as they should be for their own interest, they will heed the warnings that lately they have been traveling a course that may be expected to build up sentiment for tightening instead of loosening the regulatory reins on them.
A Shot From The Past

Back in 1905 William Butler Ducan, Chairman of the Board of the Mobile and Ohio Railroad (now GM&O) presented a cannon used in the battle of Mobile Bay during the war between the states to the City of Cairo, Illinois.

It rested in a park named for the railroad executive for sixty years. Then three years ago it was decided to move it to a more prominent site at police headquarters where it could be exhibited along with other pieces of historically important field artillery.

More recently the curator of the museum at Fort Morgan where the cannon originally rested, has asked for its return to be used during Alabama’s Sesquicentennial observance, now under way. Historians say shots from the big gun probably caused Admiral Farragut to say “Damn the torpedoes! Full speed ahead!” as his federal fleet moved past the Fort and up the bay towards Mobile. Certainly they say shots from it helped sink the iron-clad Tecumseh, which has just recently been located intact on the bottom of the Bay and will be raised for exhibit in the Smithsonian Institute at Washington.

If Cairo decides to give the cannon up it will be reversing its route of 64 years ago.

Duke District Storekeeper

James W. Duke, who has had wide experience in the Transportation, Mechanical and Stores Department was named District Storekeeper at Jackson, Tennessee on December 1 by General Storekeeper J. E. Joseph. He succeeds W. A. Trest who is retiring after 45 years with the Company.

The new District Storekeeper joined the railroad in 1949 as an extra Clerk in the Mechanical and Transportation Department. He held positions as Yard Clerk, Timekeeper and Storekeeper and was made Chief Clerk in 1964, the position he held when promoted to District Storekeeper.

TREST WILL MAKE HOME IN TUPELO

Mr. and Mrs. Trest who have made their home at Jackson since 1961 when Mr. Trest was transferred from Louisville, Mississippi plan to live at Tupelo in their retirement. They have a son there and will be close to a daughter who will make her home near Amory where her husband returns from the service soon. An ardent fisherman, the retiring District Storekeeper plans to spend more time with rod and reel when he gets located in his new home.

DON'T GET HURT THIS 24 HOURS THINK

FATHER AND SONS

Picture courtesy Higginsville Advocate

When W. J. Oney Sr. (seated), Telegrapher-Agent at Higginsville, Missouri retired recently after 67 years of railroadng, his three sons—two of whom are also associated with GM&O—were with him at quitting time on his last day, W. J. Oney Jr. (right) is a Dispatcher at Bloomington, Ill. (center) is Telegrapher-Agent at Slater, Missouri and Clyde is with an airline at Kansas City. Mr. Oney is an ardent fisherman and hunter and along with a little work to be done around the house, will devote much of his spare time to these activities. He is a member of the Board of Directors of the Higginsville Savings and Loan Association and plans to continue this association.