MERRY CHRISTMAS AND A HAPPY NEW YEAR!

As Christmas draws near — with all of its happy reflections of friends and families gathered closely together — my thoughts are more than ever with you and yours.

In the world of legendry I would like to ride beside old St. Nicholas over roof and housetop and, along with him, express personally to each and every one of you my very best wishes for a most Merry Christmas.

May all the blessings of this divine Day be yours and may the New Year bring you good health and much happiness in every aspect of your daily life.

For your helpful assistance and considerate cooperation in making ours a useful and responsible service, I am most appreciative.

Glen Brock
President

Hickman Promoted

Larry S. Hickman, Manager Resources and Industrial Development with headquarters at Mobile, has been promoted to the position of Assistant Vice-President — Industrial Development.

Mr. Hickman, 41 years of age and a civil engineer, has had wide experience in the industrial development field. Before joining GM&O in 1966 he was with the New York Central Railroad for 13 years doing similar work. At the time of his leaving to become a member of GM&O’s Industrial Development Department he was Manager of Industrial Development at Cincinnati. From 1953-1963 he was a member of the U.S. Army Corps of Engineers, serving in Vietnam, France.

In his new capacity Hickman will have “added responsibility in the development of railroad industrial property and related community industrial efforts,” T. T. Martin, vice-president of the department, said.

Traffic Promotions

Three members of the Traffic Department are receiving congratulations on recent promotions.

At Mobile they are: W. O. Hafner from Manager of Commerce Cases to Assistant General Rate Manager, and N. E. Ard from Commerce Clerk to Manager Commerce Cases.

Mr. Hafner’s first employment with GM&O was in 1943 as Office Assistant in the Rate Department at Mobile. He occupied various clerical positions in both Rate and Division Departments until 1966 when he was appointed Commerce Agent. He had been Manager of Commerce Cases since 1969 until his latest promotion.

Mr. Ard’s service began in 1951 as Office Assistant at Mobile. He was next a junior clerk and held various clerical positions in the Traffic Department, the last one prior to his promotion as Manager Commerce Cases, being that of Commerce Clerk.

At Detroit, District Freight Representative C. B. (Dick) Ashworth, has been promoted to District Traffic Manager there. He was first associated with GM&O as Chief Clerk in the Detroit Traffic Office in 1942 and was made a Commercial Agent there in 1956. In 1963 he was transferred to the Detroit office and promoted to District Freight Representative in 1967, which position he held at the time he was elevated to the position of District Traffic Manager.

A Real Friend

Robert M. Wiles of Carlinville, Illinois drove ten miles to report a traffic accident he heard in one of our trains. “No doubt you saved our train from having a serious accident,” Superintendent H. A. Stockham wrote in thanking Mr. Wiles for his “concern and cooperation.”

Rails, Waterway and Truck Interests

Join in Support of STA of 1971

The three competing carriers for the nation’s transportation business — the railroads, the truckers and the regulated water carriers — are solidly joined together in support of the Surface Transportation Act of 1971.

Representatives of all three modes appeared before the Senate transportation subcommittee to endorse and urge quick action on the bill when hearings were opened early in November. Informally known as the Hartke-Adams bill, the measure contains many of the basic proposals made by the American Sound Transportation Review Organization after its lengthy study.

As General Counsel George A. Southers told the committee: “The faster a major start is made, the less severe the remedies will have to be.” and added “the extreme urgency of the present transportation dilemma is the driving force which brought about the support for S. 2882 by the regulated water, motor and rail carriers.”

The Association of American Railroads President, Stephen Ailes, called the 10-point legislative package “the tool to help us help ourselves.” Mr. Ailes said the bill “provides the national, super transportation systems with a place to start toward rejuvenating and expanding their services.” He added that “it provides the type of limited financial assistance — but not outright subsidies — which will permit operations to continue and improve to be made.” At the same time,” he continued, “it provides a new, more responsive regulatory climate in which management can work.”

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Roundhouse Hub of Factory Complex

Back in 1949 GM&O made transportation history as the first major railroad to completely dieselize its operations. Since then, the traditional old steam engine has practically disappeared from the American railroad scene, erased by its more efficient successor.

In the transformation, however, a few related landmarks still remain on the GM&O as a reminder of this departed era. Here and there a water tank, a few of the many that were needed to slake the constant thirst of the steam engine, stands as the basis for a small town or an industry water system — although hardly recognizable now in its new role.

The roundhouse, too, for the most part has faded away into the past. Built around a circular turntable, the reason for its unusual shape, it was once indispensable in getting the one-directional steam engine serviced and headed back out the right way. Not so with the two-way running diesel.

But one roundhouse that has covered itself with distinction in the changing years, still stands out prominently in the business life of Murphysboro, Illinois. As the original building in the now sprawling Lustour Corporation's manufacturing complex there, its importance in the operation was made the subject of an interesting article in Bemisry, the magazine of the Bemis (parent) Company.

The article follows in part:

"Ever hear of a factory in a roundhouse?"

"The Bemis subsidiary Lustour Corporation started out in a roundhouse back in 1947 and part of it's still there. Today — even though a complex of newer squared-off buildings camouflages the original structure — the roundhouse remains the hub of Lustour's growing business.

"Once owned by the Gulf, Mobile & Ohio Railroad, the roundhouse factory is located in Murphysboro, Ill., about 90 miles from Lustour's headquarters in St. Louis."

"Like the original owners, Lustour Corporation likes to measure things by distances. Each month, according to Lustour management, this Murphysboro operation has a printing output over 8,000 miles long! (The width ranges from 16 to 44 inches.)"

"The results of this 9,000-mi.-long monthly manufacture are labels, wrappers and pouches for billions of individual items of food and other products."

"Lustour is a pioneer in gravure printed and coated labels. It can print up to nine colors at once and also provide coating on the same equipment. Foil, paper, plastic film or combinations of these materials are used to provide the right kind of protection for each product."

"A goodly portion of Lustour's manufacture still comes out of the roundhouse, which houses seven of the subsidiary's gravure presses."

"We started out in the roundhouse with just three presses," says Hilbert Hagauer, Jr., one of the founders and current Lustour president. "Our business was mostly in beer labels then."

"Today, not quite 25 years later, Lustour's beer business has given way to other products — although Lustour still makes labels for more than one-billion bottles of beer a year."

"According to Hagauer, the company quickly outgrew its roundhouse building as it added new customers and started making different types of labels and wrappers."

"Along the way, Lustour added a cylinder storage area, leased warehouse buildings, built a one-story ink storage building and laboratory and leased a building for finished goods storage, not to mention the newest 47,000-sq-ft. manufacturing addition."

"In closing the article says, "for a factory that started just a quarter century ago in a roundhouse, it's full steam ahead."

McDonald Retires; Promotions Announced

With the retirement of G. D. (George) McDonald, Superintendent of Communications (System) and Signals (Southern Region) after 42 years of service, several new appointments were made in the department by W. D. Archer, Chief Signal and Communications Officer. Promoted were: C. H. Knight from Communications Engineer, Bloomington, to Superintendent of Communications, Northern Lines, Bloomington; W. C. Carter from Electronic Engineer, Mobile to Superintendent of Communications, Southern Lines, Mobile.

W. D. Trotter from Telephone Maintainer, Bloomington to Supervisor of Communications, Northern Lines, Bloomington; J. M. Battiste from Telephone Maintainer, Mobile to Supervisor of Communications, Installation and Operations, Mobile.

W. A. Rainer from Telephone Maintainer, Tuscaloosa to Supervisor of Communications Southern Lines, W. D. Fox from Chief Clerk Communications Department Mobile to Office Manager Signal and Communications Department Mobile.

In retirement George McDonald takes with him the affection, respect and good wishes of all his fellow employees. He was in 1939 that he came to the company as a maintainer between Seoulus and New Orleans and Jackson, Mississippi and served at Union between 1933 and 1939. He became General Maintainer at Jackson, Mississippi next and in 1941 was transferred to Mobile as Supervisor. In 1955 he was promoted to Superintendent of Communications and in 1963 to Superintendent of Communications and Signals.

Erskine B & B Head

James A. Erskine has been appointed Bridge and Building Engineer. He succeeds Hans A. Bober who passed away in Houston following a lengthy illness.

The Erskine and Bober team had many years of experience working together, dating back to their days in the Rock Island. When Mr. Bober went to the Alton (GM&O) as head of the Bridge and Building Department, he called on Mr. Erskine to be his assistant. Both transferred to Mobile in 1947 in the same capacities.

The Bridge and Building Engineer, a Purdue University graduate, comes from a railroad family as his father was associated with the Engineering Department of the Rock Island.
"Who Benefits From Profits?"... 
An Answer From Pres. Nixon

In a question and answer period following an address by President Nixon before the Economic Club of Detroit, the President was asked to evaluate the value of profits to jobs and to the overall economic welfare of the country.

Because of the intense interest and discussion of economic affairs at this time on the part of everyone, President Nixon’s response is reproduced in part below:

"Now, to say anything for profits before this audience is like the preacher talking to the choir. And to be very candid with you, there are a lot more votes in being against profits, in being for controlling profits than there are in being for it.

"But let me talk, if I may, not just to this panel and not just to this group of business leaders and some labor leaders and educational leaders here, but let me talk to those people in the Detroit area and across this country who are thinking about how do we get more jobs in America, how does our system really work.

"Now, first, with regard to our freeze, when you control prices and costs there is automatically some control on profits. Second, when there is control of prices and costs, the only way that there can be more profits is for the industry involved to expand and that means more jobs and we think that is good.

"Now, the second point that should be born in mind is who are those who get the profits, who benefits from profits? Well, first the government is the major beneficiary. One dollar of every two in corporate profits goes to the government. We would not have the money, for example, for education, help the poor, the poverty programs, and all the rest unless it were the fact that we have profits of which 50 percent go to the Federal Government for its taxes.

Leaves Industrial Work

Friends and associates of J. R. Glynn were on hand to wish the General Industrial Agent and Mrs. Glynn many more years of happiness together as he retired after more than 50 years with the Company.

Among those present on the occasion were, standing from left to right: Vice-president T. T. Martin; Executive Vice-President and General Manager B. V. Bodie and Vice-President and General Counsel J. N. Ogden.

No railroad has had a more devoted and conscientious employee and no one could have a more loyal and reliable associate. Mr. Martin observed of Mr. Glynn, "He has contributed much to our services to industry in our territory and to the good will which such efforts foster."

M of W Promotions

L. A. Jones is the new Roadmaster of the Gulf Division with headquarters at Union, Mississippi, succeeding William Newhill, who has retired. Named to Mr. Jones’ former position as Track Supervisor at Union, with territory Laurel to Union and Meridian to Jackson, Mississippi, is H. W. Moorehead.

The new Roadmaster began service as a section worker in 1952, became a Relief Foreman the next year; a Section Foreman in 1956; was appointed Assistant Track Supervisor with headquarters at Bogalusa in 1937 and Track Supervisor at Union in 1949.

Mr. Moorehead began service in 1931 as a Bridge and Building worker at Ironton; became a welder helper in 1931; a welder in 1932; and was appointed Assistant Track Supervisor at Union in 1934.

Direct Chicago Terminal

This experienced team of Superintendent Kenneth Bonner (right) and Trainmaster Fred Keenan are responsible for operations in the Chicago Terminal. Both had extensive service there when they were recently promoted to the retirement of George M. Mitchell, who had been with the Company for more than 34 years and was Superintendent of the Terminal for the last five years.

The new Superintendent first came with the Company as a Yardman at Chicago in 1955 and served in this capacity and as Yardmaster until 1967 when he was made Assistant Trainmaster. He was promoted to Trainmaster in 1968, the position he held at the time of his latest promotion.

All of Trainmaster Keenan’s service has been at Chicago, too. His first job was as a Yardman in 1956, being promoted to Extra Yardmaster in 1961 and Yardmaster in 1966, his assignment when elevated to Trainmaster.

Safety Comes First

Safety has always headed the day’s work list for R. E. (Rex) Hudson, who has worked for 38 years at Iselin Shops in Jackson, Tennessee, without a personal injury.

The 63 year old machinist believes this constant attention toward completing an injury free day has been a big factor in his attainment of a lifetime perfect safety record, but he quietly acknowledges first the divine help of the Lord, who he says “has been good to me.”

Rex Hudson says, too, that he always checks the equipment and tools to be used to see that they are in good working condition. If in doubt, he asks the opinion of someone else. "I have always had good supervision, and the Master Mechanics I have worked under have always given me good advice,” he says.

He cautions for all, “Don’t gamble with safety. When you do, you are not only going to hurt yourself, but your fellow workers.”

Who Benefits From Profits?...
Endorse Bill
(Continued from Page 1, Col. 2)

Speaking of the railroads in particular, Mr. Ailes said they “can be a stimulus to further national economic growth” because they can increase their capacity without track expansion and with an “incredibly low” increased cost in financial, safety or environmental terms.

In reviewing the proposed legislation, Mr. Ailes underscored a provision that would make available “immediate and substantial help to those carriers needing it.” This provision would create a new Treasury Department division, patterned after the Reconstruction Finance Corporation and empowered to make or guarantee up to $5 billion in loans to carriers unable to obtain financing through normal channels.

The purpose of this provision is not to subsidize the carriers, but to make it possible for them to obtain the necessary financing to continue operations and to improve service, he asserted.

Turning to other sections of the bill, Mr. Ailes said “the public would also be the primary beneficiary of the provision dealing with grade crossing safety.” This would require that at least 5 percent of the federal highway trust fund allocations to the states be used for crossing improvements instead of leaving this optional.

The railroad spokesman described the transportation industry as “among the most supportive of the Bill’s proposals to restore the investment tax credit for equipment purchases.” While the Highway Act of 1950 deals only with restoration of the credit in the transport field, the House already has passed legislation restoring it at 7 percent generally.

“This will aid all of industry in meeting its expansion plans, and at the same time will provide additional thousands of jobs for people now seeking employment,” Mr. Ailes declared.

Another tax incentive contained in the transportation bill, he added, would extend five-year amortization to other carriers and would eliminate penalty taxes which have limited past help to the railroads.

He also endorsed a proposed prohibition against state and local discrimination in taxing transportation property, which, he pointed out, cost railroads $70 million in unjust taxes last year.

“The financial assistance proposed in S. 2002 is designed to get the surface transportation industry moving again,” the witness explained. “Once the necessary momentum has been attained, the industry would be self-supporting. This aid we are supporting is limited in amount. And it would be used only for those transportation services required by the public and nothing else.”

He emphasized, however, that “in the long run this country’s transport system can only be made viable if the regulatory laws are updated.”

Provisions in the bill to accomplish this call for an expedited procedure for abandoning uneconomic rail lines, more rapid rate adjustments, regulation of for-hire motor transport of livestock and certain processed agricultural products and publication of dry bulk commodity water rates.

But, Mr. Ailes assured the subcommittee, “the bill does not alter the basic regulatory protections afforded shippers and the public. It does not attempt to shore up one segment of the industry by punitive actions against the remaining segments.

Writing Poem To Honor All Wives

John L. McMillan, Roadmaster at Springfield, Illinois, received his fifty-year service pin recently. The occasion brought back memories of the years spent in the railway industry. "In my years of service I have come to believe that a man's service is being done all right and receive adequate honors, but I do not believe this is true of a great many wives," he said.

"There is a saying — 'behind every good man there is a better woman.' I have often thought about this and several years ago I decided to trace the life of a woman who gave all she had for her man and family, in the form of a poem, and in the poem I tried to bring out how lonely, her reward."

The poem, which has been printed many times on request, is reproduced below, together with a picture of Mrs. McMillan. 'Instead of a picture of me (receiving my 50 year pin) I wish my wife honored in the News and I wish to honor all wives in the poem," was McMillan's inspirational message.

WHEN

When the autumn sun is setting,
When you're all alone and blue,
When inside you're not forgetting,
When the kids were home with you,
When you always had your troubles,
When you made it work all day,
When you often had them double,
When they hurt themselves at play,
When your arms would ache for days then,
When you baked and baked and scrubbed,
When you had to suffer with them,
When your kids at school were bumbled,
When you finally saw them growing,
When they stayed out late at night,
When you kept a light a-glowning,
When you prayed they'd turn out right,
When the world broke into turmoil,
When your eldest marched away,
When you burned the midnight oil,
When you prayed and wrote each day,
When you thought that he would never,
When for weeks he did not write,
When your doubts were worse than ever,
When you heard he was all right,
When it finally was ended,
When the years went marching on,
When your labors were expended,
When the last from home was gone,
When you now live for a letter,
When you wonder and you wait,
When you feel a little better,
When it comes though it is late,
When you are alone and blue.

Best Wishes for Parkers

Members of the Tariff Bureau (Mobile) "hosted" Mr. and Mrs. G. Russell Parker (third and fourth from left below) at a noon-day coffee and cake party on the last day Mr. Parker, Chief of the Bureau, worked before retiring.

It was a festive occasion, for the Parkers are a railroad family, Mrs. Parker having been Chief Telephone Operator in the General Office for a number of years before her retirement and Mr. Parker has been associated with the Traffic Department at Mobile since 1928.

With them in the picture below are...

Office Assistant Mary McAteer: Tariff Clerks Betty Masburn and John Schell; Office Assistant Ann Lamey and Tariff Clerk Paul Webb.

DON'T GET HURT THIS 24 HOURS I THINK

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