MEMBERS OF THE GM&O FAMILY;

Warmest personal greetings of the Season to you and to members of your family.

I consider you the finest railroad group in America. Our day-by-day progress will largely depend upon the results of your interest in the Company’s welfare and on the efforts of your skills.

If we work together energetically, safely and with earnest dedication and sincerity, permitting as little as possible interference with our service to the customer, we can continue to make this Company more and more attractive to those whom it serves.

Likewise, in the profitable operation of our railroad lies the future hopes and plans for all of us.

May you have a good Christmas and may the New Year serve you well.

G. P. Brock
President

Mr. Brock at White House

At the invitation of President Lyndon B. Johnson, Mr. Brock was present at the White House on September 30 for signing of the High Speed Transportation Act of 1965 and to attend a related meeting the President had called with leading railroad officers and labor leaders to discuss industry needs.

The Ground Transportation Act provides for the construction of a new experimental passenger train to run between New York and Washington at speeds up to 125 miles per hour.

The meeting that followed the signing of the bill was off-the-record, but Railway Age reported that Press Secretary Bill Moyers said President Johnson asked for cooperation in modernizing the railroad industry. He cited the pattern set by the railroads and their unions last year in reaching agreement to end the threat of a national rail strike. He told his guests he would continue to call on them for advice, cooperation and assistance in dealing with the railroads’ problem.

Brazilians Visit GM&O

Fourteen top ranking forestry leaders of Brazil, on an extended study tour of the United States, were in Mobile recently to hear about the successful forestry conservation program the GM&O has been conducting among the young people of its territory for the past thirty-five years.

The group was greeted by President Glen Brock, who through an interpreter, (Page 6, Col. 2, BRAZILIANS)

Too Often Take Railroad for Granted

From Lincoln Daily Courier

One of the things which we often take for granted is a railroad. We can perhaps best appreciate this mode of transportation by trying to imagine what it would be like if the City of Lincoln were railroad-less. Passenger and freight trains roll through over the Gulf Mobile and Ohio tracks without our paying them the slightest attention most of the time. But if there were no trains — and no tracks — we would sit up and take notice at once.

It is the railroad which brings many of the things we use in our everyday living and it has an important place, too, for the industries which operate in Lincoln. In fact the railroads have been of great assistance in bringing industry to this mid-Illinois center...

This line has been operating for more than a century in Lincoln — being the Alton before it changed to GM & O. You will do well to remember the foregoing facts the next time you get flidgety as you wait at a crossing in your car for the train to go thundering by.

"Packaged" Grain Hauls

A new idea to "package" hard Illinois grain to the ports of Mobile, New Orleans and Pascagoula for export is returning this business to Gulf of Mexico, according to reports from our traffic department.

Under the plan carloads from a number of different elevators are consolidated at new facilities at Tamms and then moved to the port in consignments of at least ten cars. Formerly the grain was trucked to the river and then barged to the Gulf. Because the grain is handled in shipper owned 100-ton cars and handled in "large lots" we have been able to reduce our costs and pass along the savings to the customer in lower freight charges. This one idea should substantially increase our grain revenue.

District Freight Agent A. J. Engel has been elected next president of the Dallas Railroad Sales Managers Association. He is also a member of ASTRA and Delta Kappa Alpha.
Praises Bus Tour

Dear Mr. McIntosh:

I am writing you pertaining to our recent trip to the West Coast via Gulf Transport bus. Everything expressed by any member of our group was ones of praise, and may I take this opportunity to say thank you for the entire group for your part in making the trip one of pleasure.

The driver, Mr. James, was the most thoughtful and considerate person that I have met. The comfortable bus was fine and made the trip an enjoyable one.

Would you please consider by the next time you are in our area so that I might discuss the possibilities for another trip next year.

Thank you very much for your courteous services.

Sincerely yours,
H. L. Streickland, Chairman
Golden West Tour
Ellisville, Miss.

Ends 42 Years of Service

Emer Cato, Office Manager, office of the Executive Vice President and General Manager at Mobile, retired recently. He served loyally, faithfully and efficiently in various clerical capacities in the Operating Department since entering on October 1, 1922. He was presented with a portable TV and transistor radio by his many former associates.

Cato was with him the affection and good wishes of all his associates and his many friends who hope that he will have many years of good health and happiness in his retirement.

He and Mrs. Cato reside at Lake Forest, Daphne, Alabama.

Mississippi Unveils New Research Center

Plans for the construction of a new multi-million-dollar Mississippi Research and Development Center at Jackson were unveiled recently. Legislators, business and professional leaders and educators heard Governor Paul B. Johnson describe the economic program as the dawn of a new era in the State. GM&O President Glen Brock attended and is one of the only two out-of-state members of the R&D Board of Directors. Dr. Kenneth C. 

Big Attraction

V. F. Whitton as Relief Trainman experienced all kinds of weather in his assignments, but two hurricanes and a flood have him wondering if maybe he isn’t the big attraction.

He was at New Orleans for Hilda, in Mobile for the flood and back in New Orleans for Betsy, after Betsy struck and until the City could be relieved. Mr. Whitton said he lived on canned—food and crackers, and because of the water shortage drank soft drinks. Gasoline for his car was pumped by hand from a tank until electric current was restored.

Plays Fair, Pays Fare

A conscience stricken man who sneaked a train ride many years ago has sent the Railroad a $5 bill and an unsigned letter of explanation.

Mailed from a city in the North-west part of the country the letter said: “Enclosed find $5 — years ago I rode on the water tank of your passenger train for about 90 miles, not because I wanted to but because I had no money to pay my fare with. So I am now trying to pay all my old debts.”

Such letters and contributions are not unusual and are made a part of the cash accounts of the company as “conscience funds.”

GM&O Escapes Hurricane Damage; Pinch-Hits For Less Fortunate Neighbor

Hurricane Betsy swept into New Orleans on the night of September 9 dealing death and destruction with its 150-mile an hour winds and eight-foot tidal waves. Earlier that afternoon to escape the fury of the hurricane, a pre-scheduled GM&O No. 32 had cleared Canal Yard of cars and headed northward.

This was to start almost three weeks of exciting and intensive railroading in which personnel of the Louisiana, Southern and Alabama and Tennessee Divisions performed long and loyal. These men, with a minimum of rest and the greatest of ability, not only moved our own business, but also handled thousands of additional rail cars for eighteen days while a less fortunate railroad neighbor was getting back on its feet.

Train 32 was well on its way to safety when, in the middle of the six-mile long Pulaski Train Bridge with strong winds rising, a connection broke. When repair could not be made, Engineer G. R. Prestrak, engineer and Roundhouse and Brakeman Lavon Thomas of Jackson, Mississippi, picked up the bridge tender and took the locomotives to North Shore.

Conductor H. L. Hayes, Jackson, and Flagman C. C. Clever, rode out the night in the caboose. As the wind rose, Conductor Hayes remembers that at one time “we thought of trying to use car chains to tie the caboose to the rails.” During the night two cars were completely blown from the rails.

When the winds had subsided somewhat and No. 32 was back together again, an unidentified trespasser emerged from one of the empty box cars. “I’m not a praying man,” he confided, “but I sure did a lot of praying last night.”

A work train moved into Canal Yard quickly and with little interruption we were back in business and ready to help a neighboring line severely damaged by Betsy. During the next six days the coastal divisions of GM&O helped the urgent problem of Water II days as long and frequent services continued to New Orleans and Mobile, Tuscaloosa and Montgomery.

The safe and efficient manner in which the heavy emergency traffic load was handled brought a commendation from President Glen Brock, in a letter to Executive Vice President and General Manager Belin V. Bodie he termed the performance “A first-class commendable job . . . which commands respect and appreciation, which is cheerfully acknowledged, and here are my congratulations to you and your organization.”

Large movements, including solid trainloads, were given to join Mobile, Tuscaloosa and Montgomery; many times on short notice. “It could not have been accomplished without the dedicated and devoted cooperation of everyone,” Mr. Bodie observed.

New World of Play

Southwestern Illinois Coal Corporation has a very commendable land usage and conservation program. Since 1939 this Southern Illinois neighbor of ours has turned all but 160 of the 3,708 acres it has strip-mined into beautiful trees, farms, pastures and lakes, and much of this reclaimed area is available to the public for recreational purposes such as picnicking, horseback riding, boating and fishing.

In the Company’s foreseen multiple land utilization program the coal that lies relatively close beneath the surface comes first, of course. It provides jobs of far-reaching consequence — in mining, in transportation and in manufacture, whose wheels it turns as fuel.

Next utilization is in the production of timber and in diversified farm and livestock operations under its subsidiary. And simultaneously under Southwestern’s outesteating policy is the creation of a new recreational world of shade and water for enjoyment by many people. The Company has provided hard surfaced roads, boat launching ramps, swimming beaches and stocked fishing lakes as a part of this public spirited program.

The Sparta Phinheimer whose voice in the area is highly respected observed recently, “Not too much can be said about how the coal company showed foresight in the past and its splendid attitude towards public use of the land today. And all of this is made available at no expense to the taxpayer.”
SOME BUSY SCENES
ON THE ACTION FRONT

Two heavy trains, hauling business for a neighbor
knocked out by Beisy, meet at West Columbia.

Yards were an exceptionally hot
spot, like this one at Jackson, Mississippi.
Superintendent Walter Henley, cen-
ter, with Trainmasters J. G. McGraw
and Clay Cooper plan 24 hours of
work.

The Mechanical Depart-
ment worked hard, too.
General Mechanical In-
spector Nat Gaston checks
one of the big diesels.

Supt. R. C. Thomason (Meridian) talks to
Tuscaloosa where Trainmaster Bill Driscoll
and Asst. Trainmaster W. L. Bush kept the
trains rolling through.

Trainmasters H. L. Jones and George
Fischer were busy expediting business
through the Meridian terminal.

Trainmaster L. L. Keller and
his Union, Mississippi force kept
smiling and highballing the big
trains through this key terminal
where North, South, East and
West lines meet.

• 3 •
Trainmaster C. E. Riley gets the line-up from Dispatcher M. B. Ballard at Bogalusa.

Maintenance of Way forces were constantly on the alert. Road Supervisor H. C. Smith and R. S. Williamson talk over the day's work.

J. P. Elliott, Chief of Yard Operations, was on duty at Meridian throughout the post-hurricane special movements.

New Orleans was the focal point during the post-hurricane emergency and Trainmaster B. L. Martin was a very busy man.

Trainmaster and Road Foreman of Engines D. F. Jones was busy on road operations.

Ass't. Supt. Terminals L. R. Abernathy along with Trainmasters M. T. Harris, T. R. White and Cliff Wells had a hurricane watch themselves at Mobile before Betsy went inland further west.

Trainmaster S. H. Richardson starts one of the Betsy extras out of Montgomery.

R. R. Montgomery, Assistant Road Foreman of Engines, kept a close watch on train operations.

Trainmaster G. D. Flakes sizes up the situation with a practiced eye.

A big salute goes to the New Albany dispatchers for their fine job. From left to right, H. E. Freeman, C. L. Stanford, B. M. Bagwell, R. H. Tindall, W. C. McCoy, Chief, and J. L. Gates.
Recognize GM&O at Plant Ground Breaking Ceremonies

Tupelo is a Northeast Mississippi City with a spic-and-span look and a set-up, and a go population of approximately twenty thousand.

Fifteen years ago, when it first became industrial minded, the City and Lee County had a count of 2,000 plant workers and a total annual industrial payroll of $3,000,000. Today the number of men and women who work in manufacture has ballooned to 7,000 with a $25,000,000 annual payroll.

Last month on the occasion of ground breaking for the area's latest industrial plant, a $4,000,000 Reliance Panelyte plant that will eventually employ 400 men, the Community Development Foundation gave a welcoming luncheon and in a dual ceremony expressed appreciation to President Glen Brock for the helpful role GM&O has played in the city's phenomenal industrial growth.

Spokesman Jack Reed, a C.D.F. Director and Mayor James M. Ballard, in recognizing Mr. Brock pointed out how Industrial Development Vice President Tom Martin and Assistant Vice President Fred Johnson of Jackson, Mississippi had cooperated through the years. They told the audience of about two hundred people that the first contact with Reliance Panelyte came from GM&O which established an industrial park at Tupelo more than ten years ago.

This co-operation is natural, Mr. Brock said, since GM&O can consereniously recommend Tupelo to industrial prospects, because of the area's strength in civic FOLLOWSHIP as well as LEADERSHIP.

"You have made a climate," he declared, "that enables us to tell people that here is a community dedicated to free enterprise, to fairness to both employer and employee, to the belief that an honest day's work earns an honest day's pay and to the reverse side of the coin — that an honest day's pay calls for an honest day's work."

Mr. Brock reminded the civic leaders: "You have helped those who have located industries in your community achieve success. And in helping others you have helped yourself.

"You and we have worked together for many years," he said, "You have come far, and now you can never turn back. "You must always remember, that you have to put in more than you take out to build a good community. And you have to keep on putting in if you are to receive benefits yourself.

"Your community has done a wonderful job," the rail president asserted. "I would rather honor you than to have you honoring me here today."

Tupelo's individualistic appeal from an industrialist's stand point was dearly outlined by AI Littlefield of Kalamazoo, Michigan, President of Reliance Universal, the Panelyte parent company. He said, "here we found an absolute spirit of cooperation. We have never seen anything like it."

"What we were looking for," Mr. Littlefield explained, "was a community with a philosophy, not necessarily exactly like our own but broadly dedicated to support of America's free enterprise system.

"We were pleasantly surprised to find here not merely such a philosophy but one almost identical with our own philosophy based on a belief in individual dignity and the assumption that when a man is given a job to do, he assumes responsibility for carrying it out," he said.

H. C. Gravemeyer, Chairman of the Board of Reliance Universal, expressed appreciation for the assistance given by large numbers of Tupeloans in locating the new laminated plastic board plant in the Tupelo-Lee County Industrial Park.

Also attending the luncheon and ground breaking ceremonies from GM&O were Tupelo Agent G. H. Jackson; Division Freight Agent Maurice Rucker and C. S. Gregery, Assistant General Freight Traffic Manager.

Paper Advocates Barge Tax

"All water transportation, including barges and deep-draft vessels operating in domestic waters, should pay at least something toward the cost of canals, channels, and other navigational aids.

"The fairest tax would be a ten-mile tax levied both against barges and deep-draft vessels operating in all domestic waters. This would be comparable to the taxes which truckers pay for the use of our highways in some states. It is fair, equitable and non-discriminatory."

—St. Louis Globe-Democrat

Leave Rails and Snow

Agent C. O. Jones and Mrs. Jones are now basking in the warm sunshine of St. Petersburg. The popular Chicago Agent said good-bye to 40 years of railroad service and winter snows to retire in Florida. His fellow workers gave him a farewell party in the office, and The Chicago Freight Agents Association a luncheon.
Here's to the GM&O

By Valerie Boyd Howell

(inspired by the poem in August News, Per Diem)

From my home in north Mississippi
We could hear the Southern trains;
When their whistles sounded clearest
Then my dad predicted rains.

And my husband grew up near them —
How he loved their engines' roar
Then his son and little grandsons
Seem to love trains even more.

I spent my childhood just a stone's throw
From the old GM&O
Watched it merge with the Ohio
But we all remember when
(Even though it went no further than the city, Jackson, Tenn.)

Thirty years ago, the Rebel graced the old GM&O!

Quite a luxury, this lady - she would stand out anywhere!
Even of a hostess who was lovely, too, and fair;
Course we all liked to see progress
When she merged with M&O
And the Alton which came later, helped to make her business grow.

(Now St. Louis and Chicago: all the way to Kansas City)
We recall another project that did wonders for Mississippi!
I have heard it to the better and I’m sure I shall again.
Of the “Mississippi Better” entourage by special train.

Bankers, lawyers, laymen, preachers, staid and solid financiers
Left their homes and occupations
And with blessings and with cheers
Tore advantage of the offer by the old GM&O

To tell others of Mississippi — was a real treat way back then!
You can see I liked the poem that was in the August News
Though we've had to pay the extras.

'Cause some car was not in use.
And I can't say that I liked it; penalties are always tough.
But we've shipped a lot of lumber.
Either dressed or in the rough.

And it took a lot of courage, when we got billed with demurrage.
If we had a little rain.
Not to blame it on the weather, but I’m sure that I will never
Want to live where I can't see and hear a train!
(You also see that I like Kipling)
And I even changed the rhythm.

Of the last verse just to sound like Gunga Din
But old memories grow fonder when you get a chance to ponder
And I'm glad to do this honor for a friend.)

Thanks to Mrs. Howell whose late husband operated the J. A. Howell Lumber Company for so many years beside our tracks at Ripley, Mississippi. Son, Gene, now carries on the family tradition.

In Appreciation

Georgetown, Mississippi has a locomotive, a permanent display and as a part of the program, students participated in a contest for the best written resolution thanking GM&O for its effort and recognizing the close relationship that exists between the railroad and the community.

Carl Brooking's winning resolution, which was formally adopted by the Georgetown City Board and which is greatly appreciated by the Railroad followers:

WHEREAS, over the past years the GM&O Railroad has rendered services and provided facilities for the citizens of Georgetown, Mississippi, which they otherwise would not have enjoyed, and

WHEREAS, many times in the past the GM&O Railroad has gone beyond its normal call of duty to render extra courtesies to the citizens of Georgetown, and

WHEREAS, recently the GM&O Railroad provided its facilities and manpower to move a locomotive donated to the town by the Green Brothers Gravel Co., to its present exhibition site near the intersection of highways 27 and 28 in Georgetown, therefore,

BE IT RESOLVED by the Mayor, Councilmen, and Citizens of Georgetown, Mississippi, that the GM&O Railroad be commended and heartily thanked for its services and courtesies rendered, and especially for moving the locomotive to its site.

BRAZILIANS

(Continued From Page 1)
told them of the importance of a constant and growing wood supply to the economics of our railroad. Vice President Tom Martin, who heads our industrial development department, described how replanting and good conservation practices had brought about the rebirth of the lumber industry and is still attracting new paper mills where the forests were once believed gone forever.

The Brazilians were specially interested in the program Agricultural and Forestry Agent Wayne Burrage conducts with boys and girls through the assistance of various civic clubs, federal, state and county agencies. Thousands of these young people compete each year for prizes that are awarded for the best improvement in home wood lots. Through their efforts hundreds of others become interested in tree planting and other important forestry practices.

3 Generation Team Ends

A grandfather, father and grandson combination that has been working together at Bloomington for the past twelve years was broken recently when the founder of the dynasty, Engineer A. D. Colvett, retired recently after 57 years on the railroad. But carrying on the tradition is Yardmaster J. W. (Wally), who has been with the Company since 1941 and Yard Engineer J. W. (Jee) with 13 years service.

"Fifty-seven years doesn't seem so long when you love your work," the man who piloted No. 1 (The Limited) says and we wish him much happiness in his retirement.

Mr. and Mrs. John F. Fleming celebrated their fiftieth wedding anniversary recently by holding open house at their Granite City, Illinois home. By the decorations you just know Mr. Fleming is an engineer; with 55 years service, and his present assignment is in the Venice yards.