CHRISTMAS, 1968

Christmas is the Christ Child in the manger, melodious church bells and religious reflection. Christmas is the glitter of lighted trees, shiny new toys and starry-eyed tots. Christmas is turkey and dressing, relatives and friends—peace on earth, good will towards men.

As always, you and yours will be in my thoughts as once again we celebrate this happy occasion together. One and all, I thank you for the outstanding job you do and for your loyal support. May your Christmas be a merry one and may the New Year bring you every success, good health and happiness.

Glen Brock
President

Two Are Promoted

Two promotions in the Passenger Department at St. Louis were announced recently by Passenger Traffic Manager Bruce Pate. Roy J. Fischer was promoted to General Passenger Agent and Claude Fuhr to City Passenger Agent.

Mr. Fischer, Division Passenger Agent at St. Louis since 1947, started with the Company as a messenger boy in the Car Accounting Department in 1931. Shortly after he was transferred to the Traffic Department. In 1949 he was transferred to Mobile as City Ticket Agent and worked in this capacity for two years until he returned to St. Louis as Passenger Representative. He was promoted to Division Passenger Agent in 1947.

Mr. Fuhr’s service dates back to 1947 when he was a mail and file clerk in the Passenger Department at St. Louis. In 1949 he was appointed Special Movement Director. In 1948 he was appointed Chief Rate Clerk in the office of the Passenger Traffic Manager at St. Louis, the position he held when promoted to City Passenger Agent.

University Spikes

Spikes from the tracks of a branch line of our railroad which for many years crossed the Mississippi State University Campus are being used to finance a pre-med fund drive at the university.

The fund honors Dr. Charles B. Mitchell, MSU physician for 27 years and superintendent of Whitfield State Mental Hospital for four years.

For each $100 contribution to the fund, the donor will receive a mounted GM&O spike, handsomely gilded. The project is sponsored by MSU’s medical alumni and friends, through the Mississippi State University Development Foundation.

Aim of the fund is to strengthen the pre-med and biological science programs at Mississippi State and if possible to establish a Distinguished Chair in one of these fields.

The branch between Starkville and Artesia was little used and was abandoned when the University and the City of Starkville wanted the ground occupied by the tracks for badly needed expansion purposes. Our railroad donated the spikes for the fund raising drive.

Piggyback Unloading Facility For Trucks

A second facility for unloading piggyback automotive equipment has just recently been put into operation on our railroad at Jackson, Mississippi. The new installation is for unloading trucks and a large, regular movement has already begun.

This latest addition to our piggyback operations is located just a short distance from the modern ramp and storage yard that has been busy for some time handling passenger automobiles. Together the two present an imposing sight as the many colored cars and trucks come off of the rail cars and are driven to the storage yards adjoining. Jackson has become a major distributing point for the surrounding area.

The trucks are loaded “saddleback”, the front end of one resting on the carriages of the preceding one. A large overhead crane that travels the length of the cars, lifts them down flat on the deck where they are driven off.

Piggyback operations on GM&O, including the handling of containers, has increased approximately ten per cent thus far this year over 1967.

200 New Box Cars

Two hundred new box cars have been ordered and delivery has just been completed on 100 new pulpwood cars. “We are trying to anticipate the increased demand that will be occasioned by new industries coming on stream in the immediate future,” President Brock said.

The new box cars will have a capacity of 70 tons and will be delivered early next year. Pullman Standard will manufacture them at Birmingham and the cost will be about $2,700,000. Total purchases of cars this year for our growing equipment fleet will total $700,000.

Mr. Brock Is Honored

President Glen Brock and President W. C. Smith of the Standard Oil Company (Kentucky) were recognized by the Mississippi Research and Development Council “for their contribution to progress in Mississippi.”

The only two out-of-state members of the council, the two business leaders have served on the council since 1964. The resolution citing their outstanding contribution to the progress and development of the State of Mississippi and to the economic advancement of its citizens, was signed by Governor John Boll Williams, Chairman of Council.
Alabama State Docks tells
THE G M & O STORY

The Alabama State Docks publishes a slick looking and highly interesting monthly magazine that goes to shippers all over the world. Called the Port of Mobile, the magazine continually wins national awards for its excellence.

In November the magazine featured the GM&O with a colorful picture of one of our box cars being unloaded at shipside. (Right) A four-page article inside told the GM&O story.

The article detailed data about our successful operations and in commenting on our outstanding earnings said: "These gladden the hearts of stockholders, and come as no surprise. Men who have invested in GM&O stock over the past few years have a well-groomed, well-managed look that enforces a substantial increase in personal financial statements. Some of them look real smart!"

Further along the state docks magazine article referred to the history book of the GM&O written by James H. Lemley some years ago. And the article commented: "The book traces the genealogy of the ancestors of the GM&O, the Mobile and Ohio, and the Alton, and the reader has trouble keeping the initials of the little railroads straight: it is like a bowl of alphabet soup."

"What Mr. Lemley did not spell out as expertly as he might have is the simple truth that people make railroads. Without people, a railroad is so much scrap iron and so many croquettes and real estate. And it is not just people. It takes men who are smart, able to handle money, blessed with the capacity of clear-thinking, who also have another thing going for them. That is the goofy, indefinable quality of luck, which might be another word for "timing."The article went on to say:

"Other men put together the small lines with the alphabet-soup initials and saw their handiwork go under for one reason or another; they might have had all the essentials that the men who made the GM&O into one of the nation's premier railroads possessed, save one. Luck and/or timing."

"What's new?"

"Nevertheless, in 1920, Mr. J. E. Tigrett, a Tennessee banker and part-time railroad president, assumed the leadership of the GM&O, and in the next 24 years, he guided it through progressive mergers with the Mobile & Ohio, and the Alton. Mr. Lemley pays tribute to Mr. Tigrett by subtitling his book, A Dynamic History of the Tigrett Road."

"Mr. Tigrett must have had the quality of either finding excellent men or having excellent men find him. Mr. Lemley's book makes clear that joining the GM&O was like joining a church. There were few if any defections. He selected Mr. Frank Hixson as Comptroller in 1919. Mr. Hixson assumed the presidency in 1922.

"Mr. T. T. Martin quit teaching school in 1920 and went to work on GM&O. Today, he is Vice President in charge of Industrial Development", the article continued.

"And Glen P. Brock came aboard in 1922. He came from the Illinois Central as a relative youngster with a deep love of railroading, who took the advice of a superior to find a position with a smaller railroad that would let him get more experience faster and advance more rapidly.

"He started as a statistician in the operating department and then went up the GM&O Yards Adjourn Docks.

Keeps Up The Pace

Retired Chicago Superintendent Bob Jeter, sporting a brand new mustache and brim full of his usual enthusiasm, breezed into the Mobile offices for a brief visit one day recently.

He was headed for Chicago and a meeting of the American Association of Railroad Superintendents. As a past-president of the Association he will chair a discussion on unit trains when the group meets in Washington in June.

Bob now makes his home in Ft. Lauderdale, Florida. Why the sudden mustache? To insulate him against the cold weather he expects in Chicago. Fishing is good. But the Florida East Coast trains that run by just three blocks away from home are equally as attractive. It was just a little over two years ago that Bob Jeter managed our busy Chicago terminal operations.

The 700-mile drive from Ft. Lauderdale to Mobile was made with only two stops — both for gasoline. Non-stop driving is fun for the man who broke "Cannon Ball" Baker's speed record from Chicago to Los Angeles in 1929. There was little pavement then. Bob says he 'heard the gravel go, but didn't know where it was.'

Then and Now

Retired General Engineer Foreman T. R. Long of Chaffee, Mo., sent the news a clipping from the St. Louis Globe Democrat. It shows a picture of the waiting room of the St. Louis Union Station.

It is jam packed with people and a GM&O (GM&O) excursion sign is shown prominently in the picture. A contrasting picture taken from the same spot but 74 years later shows the depot almost empty of travelers. The article said: "Then the passenger train was king . . . but there came the automobiles and the buses and the airplanes."

Since retiring from his job at Venice, Mr. Long has been very busy in community affairs. He serves on the Chaffee Comprehensive Planning Commission and is also a member of the Citizens Advisory Committee.

Gets Fifty Year Pin

A group of interested friends were on hand recently when P. A. McCollam of the Maintenance of Way Department at Bloomington received his fifty year pin and lifetime pass. The presentation was made by Regional Engineer W. H. Stumm.

Fly To Train

Members of our Passenger Department work hard to secure special movements to help beef up revenues. Then they spend long hours riding with thousands of people to be sure that they have a very pleasant and pleasurable trip.

An incident recently, when two ladies in a party going to a football game in Chicago chartered an airplane to catch up with No. 4, proves what a good job these passenger boys do.

The ladies missed the 4:40 p.m. departure at St. Louis. General Passenger Agent Roy Fisher says they were looking for them, but when they did not show up it was assumed that because one of the ladies lived in Edwardsville they would get on at Alton.

At St. Louis the station agent told the ladies that the train left Alton at 4:50 P.M.; although he thought they could catch it. But their determination to be with the group was mounting and they called a friend working downtown to drive them to Alton.

GPA Fisher had been notified to look out for them, but again they were a little late. Alton Ticket Agent Ed Moody suggested the midnight train and when this...
ladder from assistant general manager, general manager, vice-president and general manager, executive vice president and general manager, and was elected president of the GM&O in 1957.

"This means that Mr. Brock was in the management picture during the years that the GM&O was expanding."

In concluding the article the writer touched upon our modern operations and had this to say, "The people we contract for the services of a railroad need something moved from one place to the other, and that is what railroading is all about: moving goods in mass from one place to another."

"Mr. Brock is on record as believing that a 'Tagged wheel on a steel track is the most effective and economical means to move goods in mass.' The GM&O's track record under Mr. Brock's leadership bears this out."

"Mr. Brock coined the term 'Mass-ter Movement' for the unit train type operation the GM&O pioneered. The first application was a coal-moving service into Joilet, Ill. Mr. Brock calls the service a "push-button operation that is a railroad man's dream." Undoubtedly, a dream come true generates black ink on the right side of the corporate ledgers, which is quite all right with the customer (Commonwealth Edison Company) because the service freed by the GM&O cuts about $5 million a year from the transportation bill.

"GM&O has 'Mass-ter Movements' regularly from the Alabama State Docks. One consists of alumina from the Alcoa plant to Memphis, New York. A second moves iron ore to the Birmingham district.

"They work.

"And people make them work. People like Glen Brock."

"Decks Director Houston Feaster runs a railroad, too. Under his direction, the Terminal Railroad has turned deficits into profits, added new equipment, improved service, and overhauled roadbeds.

"Says GM&O President Glen Brock: "He knows how to run a railroad.'"

Chief Dispatcher Retires

Chief Dispatcher J. J. Ireland has retired from the Kansas City after 51 years of service and Dispatcher B. W. Griffin Sr., succeeds him in this position.

Mr. Ireland entered the service as a Telegrapher in 1917 and was promoted to Train Dispatcher in 1945, Night Chief Dispatcher in 1950 and Chief Dispatcher in 1957. Superintendent Burton told Mr. Ireland that although "your presence and devotion to duty will be greatly missed by all, you have more than earned a well deserved rest."

The new Chief Dispatcher served as a Clerk at Kansas City from 1945 to 1948 and then as an Agent-Operator until 1957 when he was made Dispatcher at Kansas City. The position he held when promoted to Chief Dispatcher Western Division.

Modern multi-deck rack cars, each carrying as many as 15 new motor vehicles, hauled 4.3 million vehicles in 1967, or nearly one-half of all new motor vehicles produced in the U.S.

Best Safety Device Ever Put in Auto is the Man Behind the Wheel

A recent letter President Glen Brock wrote to members of the GM&O family urging a greater awareness of the growing danger of highway driving should be of interest to other readers of the GM&O News also.

In his letter, Mr. Brock said that the increased amount of travel time that GM&O employees are spending on the highways and a unique accident prevention campaign inaugurated by the State of Alabama had prompted him to speak out. He said "Highway safety for all of us has become a factor of growing importance, and a matter in which we should be deeply and constantly concerned; in fact, not only from an official point of view, but more important, from a personal point of view."

"We would do well to drive as though Alabama's program was in effect in every state... and start grading ourselves accordingly," Mr. Brock's letter suggested. He explained how in Alabama points are established for various traffic offenses which cause accidents. For example, disregarding a traffic control device is assessed at 3 points; following too closely, 3 points; speeding in excess of posted limits, 3 points; illegal passing, 4 points; failure to yield right of way, 5 points; and reckless driving, 6 points.

When convicted of these offenses the points are also assessed against the driver over a three-year period. Infractions totaling between 12-14 points mean loss of driving license for 60 days and on upward in varying degrees to loss of driving permit for one year for 24 or more violation points.

A further contribution towards safety, Mr. Brock said, could be made by seeing "that our tires have treads; wheels properly aligned and balanced; tie rods and brakes regularly inspected; lights and windshied wipers in proper working order; but, most important of all, is having a desire and dedication to drive according to law, and defensively."

"Potentially the best safety device ever put in an automobile," Mr. Brock concluded in his employe letter, "is the person behind the wheel; likewise, he can be the greatest hazard. We should be smart enough to learn something from the 3-million accidents (last year) and there is a lot of truth in "THE LIFE YOU SAVE MAY BE YOUR OWN."
Looked Like Railroad Day

It looked like railroad day in Tuscaloosa when fellow workers and a host of friends turned out to wish Trainmaster William J. Driscoll well in his retirement. As it was Sunday the Agent's office was used for the party and Claim Agent Tom Danner reports that those shown in the picture represent only a very small part of those who were in attendance. Mr. Driscoll who has been with the Company since 1918 was presented with a fine watch and gift certificates.

From left to right in the picture are: W. G. Jones, Switchman; W. R. Jenkins, Switchman; R. C. Thomason, Superintendent; Owen Adams, Dispatcher; Ruby Malone (Mrs.), Clerk; Robert Montgomery, Rd Foreman of Engines; Dan Avery, Car Foreman; D. L. Moore, Assistant Supervisor; Murry Wilson, Demurrage Clerk; A. C. Hodgepeth, Supervisor; W. L. Bush, Trainmaster; E. C. Allen, District Special Agent; H. P. Stevens, General Foreman; J. E. Townsend, Carman; W. J. Driscoll, Trainmaster; J. O. Cleghorn, Trainmaster; J. H. Craig, Asst. General Claim Agent; B. H. Phillips, Chief Dispatcher; K. E. Little, Traffic; H. M. Smith, Clerk; T. R. Thompson, Trainman; H. T. Dinnor, Claim Agent; C. S. Beck, Clerk; W. B. Kelley, Clerk; and Mrs. Betsy Phillips, Steno-Clerk.

Get 50 Year Pins

At Chicago

Chief Clerk C. H. Fahlon (center) gets congratulations from Superintendent G. M. Mitchell (right) and Trainmaster K. P. Bonner on completing 50 years of service on December 2. He wore his newly attained service pin and was also presented with a gold pass.

At St. Louis

Also receiving a fifty year pin and gold pass was Warehouse Foreman Walter Friday. Mr. Friday's daughter, Mrs. Karen E. Bridges, looks on admiringly as Freight Agent L. A. Beasland makes the presentation.

FLY TO TRAIN

(Continued From Page 2, Col. 3)

The plane got the determined passengers to Bloomington with a few minutes to spare before train time. The party was happily united for the rest of the trip.

Find's Bad Rail

Switchman F. Scott, working on the Normal crew, discovered a broken rail in a track in the new Bloomington yard just before the coal train was to use it. In commending Mr. Scott for his alertness, Superintendent Stockum wrote, "It is a pleasure to me to know the fine manner in which you perform your duties, and your constant alertness is deeply appreciated. I wish to express my thanks, as well as that of the management as this possibly prevented a serious accident."

Reports Fire

Good Neighbor Charlie Davis of Route 4, Corinth, Mississippi is a real friend. Observing what appeared to be a freight car on fire on the interchange, he notified the Police Department, who in turn contacted the Railroad and an investigation was made. Superintendent G. R. Kelly thanked Mr. Davis for his help.

Attend R B W Meeting

When the Sixth District of the National Association of Railway Business Women held their 15th annual convention in Birmingham GM&O was represented by Miss Catherine Bass and Miss Clara Mayhall. Miss Bass is Secretary-Treasurer of the Association and Secretary in our Birmingham Traffic office. Miss Mayhall is in the Passenger Receipts Department at Mobile.

Assistant General Freight Agent L. W. Hoist sends us an interesting newspaper picture showing the cable cars in Kansas City around 1880 and in the background the ticket office of the Chicago and Alton (now GM&O).