New Brick Car Built at Mobile

This new brick car gets ready to leave the Frascati Shops at Mobile where it was constructed. It was designed to permit heavier and easier loading, from 35,000 to 40,000 more pounds than the original car. The sides are stake and slatted, and are in five sections, so that they can be easily removed for handling painted cargo with mechanical equipment.

The car measures 40 feet between the bulkheads and has 30 inch sides.

First Leg Of Microwave System Being Installed Mobile - Meridian

The first leg of a microwave communications system that will permit transmission of more than 600 conversations and messages at the same time is being installed between Mobile and Meridian by our railroad.

Backbone of the new space age communicator will be two terminal and six reflector stations that will beam both verbal and written business transactions of the railroad through the air. It will replace a carrier circuit that now transmits up to 15 messages into Mobile at one time, using telephone wires.

President Brock said plans are to extend the series of towers northward from Meridian within a year until the entire 2745 mile system is linked together with this more modern method of communication.

The microwave, Mr. Brock said, "will greatly expedite all operations of the railroad, particularly at Mobile, where so much of the company's business naturally flows through the general offices."

In the initial 135-mile installation, base towers will be erected at Mobile and Meridian. Reflector towers will be located at Channelview, Citronelle, State Line, Wayneboro, Quitman andFlintkote, in Mississippi. The Mobile tower will be stationed on top of the eight-story general office building. In Meridian, the base station will be atop the three-story freight and operational building.

The average height of the towers above the ground will be 250 feet as the beams have to travel in a direct line from one tower to another.

Christmas Message

To My Associates:

Not as an official duty, but as a personal pleasure I extend to you and your families warmest greetings and good wishes for the Christmas Season.

And at the same time may I express my deepest appreciation for the loyal friendship with which so many of you generously favor me.

Glen Brock
President

Big Tire Plant For Us

A new $3,000,000 plant that will turn out 17,500 passenger car tires a day will be located at Union City, Tennessee, and served exclusively by our railroad. Walter H. Rudder, Executive Vice President of the Goodyear Tire and Rubber Company, announced that construction would start in January with limited production scheduled for the end of 1968.

In the announcement made from Union City on November 13, Mr. Rudder said the plant would be the largest single construction project in the 69-year history of Goodyear. The single story building will be nearly a half-mile long and will be situated on a 583-acre site just outside the city limits. Tracks of the GM&O border the site on the east.

At a noon luncheon honoring Goodyear executives, Mr. Rudder praised Union City as a community of people who enjoy their work and take pride in their accomplishments. He stressed that this happy industrial "climate" was a deciding factor in the decision to put the plant there.

GM&O is pleased to welcome this important industry and proud that it chose a site located on our railroad.
Newsman Rides Local To See Service At Grass Roots Level

Trains are a fascinating subject for many people. Monday Editor Jerry Carter of the Goose Creek Globe分期发行了, who was on a trip to the South, arranged for one of his writers-photographers to take a ride and create a typical day on the railroad for his 100,000 readers.

Aboard with pencil and camera, Newsman Arch McKay boarded the Mobile-Portland mail. During his stay aboard the locomotive, he saw interesting scenes and sounds. He was especially interested in the freight, anywhere on the railroad, that went into the customers’ back door, watched as empty cars were delivered and the loads gathered up for the through freight that night.

He boarded Engineer A. B. Wedgeworth slow in advance of each high-speed crossing and, continuously as he passed over it, was brought sharply in his face when a Villager suddenly ran out on the track.

He said the radio to tell Engineer Wedgeworth “All Aboard!” and let him know that Flagman R. E. Everett was ready to go. Operating supervisory offices’ cars are also equipped with radio. Blackbook of passengers is a network of 32,000 radio stations over the system.

While the three-and-a-half conversation switches the world’s largest electric blanket agency factory at Waynesboro, photographer McKay was called to picture a scene. The engines of the train were hoisted into the air, the oil was changed, the men washed, the coal cleaned. The old man leaned on the cow catcher, his eyes memoryaz of his youth. The young man, his hair blue and blue, his eyes shining, watched as his crew worked and then slid to a stop barely in time.

He observed how the engineer watches these curious marioters with horror. And he learned that while the Arizona Commerce Commission had found that “...now it is the motor vehicle that the train, which creates the hazard and must be primarily responsible for its removal,” the individual who is not responsible for the accident would obey the law and STOP LOOK AND LISTEN, and then there would be no more death and injury at the crossing.

Newsman McKay saw evidence of GM&O’s present buying program everywhere in new cars of every type and learned that $10,000 must be carried every day in the debt, everywhere, every thing, its purchase, its coupling together, coupled lights at night, and thus made a train 100 miles long.

He boarded Conductor J. E. Boyd on the caboose, a $250,000 deluxe model with electric water fountain and an efficient oil heater, the Mobile newspaperman looked out from the cupola on the 500 cars ahead. No sign of a shifted flat car allowed or wire of smoke allowed, although 27 strategically located for fire detection and more and more deadly bear- ing-equipped cars have greatly reduced the need for the cupola in the latter respect.

Painters waved a hello from their track and said they were building a train for the Virginian Company. There are no more passenger trains here. Better and better highways and faster and faster airplanes took all the business away. The steam whistle with its suggestion of enchanting ferry boat places has given way to the screams and noise of the company.

And like Monday Editor Jerry Carter opined, “people like to watch the trains go by.”

New Equipment Ordered

Orders for 2,411 new freight cars and five new color cars came approximately $2,600,000 were placed in November by President D. J. Byerly and deliveries from four manufacturers would start in the first quarter of 1961.

The order includes: 200 58-foot 7½-inch roller bearing box cars, with special high- tension lighting; 40 60-foot 7½-inch refrigerator cars from General American Transportation Corporation at East Chicago, Indiana, 15 100-ton (1,000-ton) dual-hose chain cars for lumber loading from Wheeler Manufacturing Company of Chicago Heights, Illinois, and 50 100-ton end trimmers from Great Western Steel and Engineering Company, Plymouth, Michigan. Five caboose will be built in Kenosha, Wis., by the International Car Corporation.

President Byerly described the year and order as part of a continuing equipment building program that includes more than $9,500,000 already spent in 1967.

Paints For Hobby

Painting in oils is strictly a hobby with Morris Heideman. But the talent of the G&M Chief Clerk is so outstanding that he was recognized recently by the Metso Paint Company and awarded a five-year affiliation with the artist.

His largest creation is a 7½ x 15-foot mural that depicts a gable-end scene. It took him two months of his spare time to complete it and was done for the Villa Hills Baptist Church of Bellevue, Illinois. The commission, he said, would pay $800 and the money was well spent. He pointed to the painting and said, “I am satisfied.”

His hobby has paid off financially however, one painting selling for as much as $250. The artist, who is Chief Clerk to Superintendent S. G. Thomas at Venice, Ohio, has no further plans. Lately he has been working for a railroad that has had some in- terest in his painting.

“I have one panel drawing of a train that I’d like to have in the office as soon as I get it framed,” he laughed.

New Lumber Process

A new process in the manufacture of lumber was announced recently by Longland Forest Products, Inc., mill now under construction in St. Anthony, Utah, the Pacific Lumber Company.

Called a chip-n-saw mill the plant will produce dimension stock and in the same process will grind the wood chips and sawdust for paper and pulpboard mills.
George Flemming is a well known man in Springfield. For the past 48 years he has been meeting the public as a member of our passenger department in the Illinois capital city. On his retirement on October 1 he was given an office party and with him (center) are front row, from the left: C. C. Cline, ticket clerk; F. E. Wall, Bloomington, division superintendent; Mrs. Flemming, Roy Harrison, division passenger agent; and J. L. McMillan, roadmaster. Rear: C. W. Peck, cashier. F. L. Arnish, rate clerk; J. R. Hickey, ticket clerk; Frank Devocelle, ticket clerk and James Batte, Bloomington, claim agent.

Mechanical Officer Receives Railroad Award

Chief Mechanical Officer C. W. Esch (right) was distinctly honored for work in his field when he was awarded the bronzed plaque of the Car Department Association of St. Louis for outstanding service. The plaque, which was presented by Association President John W. McDonell reads: In recognition of his many contributions in all phases of our design, engineering, research, development, and his 48 years of service . . . . A leader — A wise counselor.

In his acceptance speech entitled "The Door is Open", Mr. Esch deplored the conception in some circles that world and domestic problems are: "the difference between the 'have' and 'have nots'". He outlined opportunities in the railroad industry and declared "We need dedicated young men who aspire, want to achieve, move ahead. There's much to be done. The door is open."

He told of his first job as a boilermaker helper at 16, but how his real ambition to be a railroad man was fired at the age of six when he happened to see the old Chicago and Alton (GM&O) Red Passenger Train "come up on the high line at St. Louis and sparkle so dazzlingly in the morning sun. "I surely saw the most beautiful train in the world go up to Glory . . . . and to think that I would end up with that railroad, almost seems like fiction," he told his audience.

Fertilizer Complex

Tennessee Farmers Cooperative of LaVergne, Tennessee has announced plans to construct a huge new fertilizer manufacturing complex on our Dyersburg, Tennessee line, ten miles north of Jackson. A 159-acre tract has been purchased for this plant which will be served exclusively by GM&O and be an important revenue producer.

Get New Assignments

The following changes in assignments have been made in the Traffic and Maintenance of Way Departments.

Mr. Kenneth R. Litton is promoted to Commercial Agent at Tuscaloosa, Alabama.

Mr. W. B. (Bill) Entrekkin is appointed Commercial Agent at Memphis, Tennessee.

Mr. John E. Lotfin is appointed Freight Traffic Agent at Birmingham, Alabama.

Maintenance of Way Department:

Mr. Douglas L. Moore is appointed Assistant Track Supervisor at Tuscaloosa, Alabama.
Two veteran employees at Mobile passed the fifty year service mark recently and at ceremonies were presented lapel pins and accorded best wishes of the day by fellow employees J. G. O'Connor (left) Chief Clerk in the yard office receives a hearty handshake from Assistant Superintendent, Terminals L. R. Abernathy. Cashier Clyde Wells of the Mobile Agency gets just the right angle on his winged pin.

Mr. O'Connor started to work as a Clerk in the General Offices and was at the Whistle Shops for a short time before transferring to Beauregard Street yards. He served in various capacities in the yard office and was promoted to Chief Clerk.

Mr. Wells first job was in the Agent's office at Laurel. While there he worked as a yard clerk and sold tickets. He was transferred to Mobile in 1925 as Assistant Cashier and promoted to Cashier in 1930.

Special Agent George Armstrong keeps a close watch on Company property and a sharp lookout to be sure that thoughtless juveniles do not tamper with switches or other operating facilities.

The baker appropriately turned the clock back to R. M. Sewers' earliest railroad days when he used a steam train for decoration on a cake that was presented the Road Foreman of Engines on his fiftieth service anniversary. Superintendent S. G. Thomason and a number of friends were present for the occasion.

Steel Kitchen Furniture

Another new plant being located on GM&O in the South is the Shubuta (Miss) Southern Household Products Company. The company will make steel kitchen furniture and is a fine addition to our industrial family.

Oldest Service Twins

The Schumacher twins, who celebrated their fiftieth anniversary with the Company on October 19, could be the oldest twins on the Railroad in point of service. Both started working in the Bloomington Stores Department on the same day. H. A. (left) is Scrap Dock Foreman and C. C. Crane Operator. They smilingly receive their service pins and lifetime passes from District Storekeeper D. D. Daly. A younger brother, Milford is General Foreman in the same department.

C. D. Sullivan serves a piece of the anniversary cake that members of the Meridian Agency force had on hand for a party celebrating the well known Clerk's fiftieth year with the Company. In a ceremony following he was presented his fifty year pin and gold pass.

Chief Clerk G. N. Penkey of the Corinth Agency completed 50 years with the Company on October 27th, and on the occasion Trainmaster-AGENT V. S. Dees presented him with a gold pass and veteran pin in appreciation of his service.

Ends Long Career

More than fifty friends and fellow workers gathered with Chief Clerk A. H. Hight Sr., (left) as he ended 51 years and 6 months of service with the railroad. Mrs. Nancy Enochs who retired last November is serving refreshments to Secretary Bobby Holden and Superintendent G. R. Kelly.

Mr. Hight came to Jackson, Tennessee in 1923 as Timekeeper and was made Chief Clerk in 1932. Prior to that he was Claim Clerk at Tupelo and Night Clerk at Rives, where he was first employed.