New Models and New Transportation Mode:  
First Piggy-Back Movement for GM&O

The flanged wheel and its rubber-tired relative cooperate to do a modern day transportation job. The scene is the first piggy-back movement over our new ramp at East St. Louis and the automobiles and their highway carriers will soon be rolling to a dealer in the Gulf Coast area.

As an owner of Trailer Train Company, along with 22 other railroads and one freight forwarder, GM&O is moving forward in this fast growing business, and as an indication that this new transportation mode has come of age last year more cars built specifically for piggy-back service were ordered by railroads than in all the previous years combined.

Our Railroad has access to a fleet of these Trailer Train flat cars as pictured above. A feature of the car is a special hitch which rises from the floor to secure the front end of the highway carrier. In the picture above two carriers have already been loaded and have the hitch in place. In the foreground the first of two carriers is being backed into position. At destination the vehicles will be unloaded in the reverse manner, using a truck power unit at that end of the run to do the work.

Another attractive feature of our Trailer Train ownership is the fact that our Railroad connects with 18 other member railroads at various junctions, affording a fast and attractive interchange service for customers who use the service.

Trailer-on-flat car traffic for all railroads last year totaled 418,156 cars for an increase of 138,389 cars or 50.0 per cent above the corresponding period of 1958.

Carloadings For 1959

Revenue Freight carloadings in 1959 were 2.5 per cent above 1958, but 12.7 per cent below 1957, the Association of American Railroads said in a year-end carloadings statement.

New Safety Record Set

Railroads in 1959 recorded the lowest number of passenger fatalities in their history, according to a preliminary report on the year's operations released by the Association of American Railroads.

Only one passenger fatality resulted from a train accident last year, the A.A.R. reported. Nine other passengers, however, continued to lose their lives in "train service" accidents—those over which railroads have little or no control, such as in cases of people attempting to board or leave moving trains.

Railroads carried 352 million passengers a total of 22 billion miles during the year. This indicates a traveler could have covered 2.2 billion miles—equal to 10,000 trips around the world—without fatal accident.

By comparison, the A.A.R. noted that 237 fatalities were reported by the Civil Aeronautics Board for domestic airline travel last year.

On a passenger-mile basis, the railroads' safety performance in 1959 was nearly 18 times better than that of the airlines, the A.A.R. reported. This rate, expressed in fatalities per 100,000,000 passenger miles traveled, was 0.05 for railroads and 0.88 for domestic air carriers, it said.

ENOUGH NEW TIES INSTALLED
TO COMPLETELY RE-TIE RAILROAD

The railroads provide their own rights-of-way upon which they do business—unlike their competitors, the barges, the trucks and the airplanes, whose facilities are largely furnished at public expense.

For instance, during the past 20 years right here on our own railroad we have bought and installed more than enough new cross ties to completely re-tie the entire railroad. And that represents a lot of money and a lot of cross ties.

In our operations we maintain 3,624 miles of track, including main line, siding and other types. This requires about 11,500,000 ties and since 1940 our Maintenance of Way Department has put in a total of 13,062,121 new ties.
Train With a Purpose—On Time Delivery

Here's No. 32 rolling along on the Murphysboro (Illinois) district near Alto Pass, the highest point on our railroad. Train movements in this area are by Centralized Traffic Control.

On The Job

Switchman R. D. Hackett of Kansas City found a broken rail while he was performing his duties at Kansas City. "Please accept thanks and appreciation for the alertness you displayed," Superintendent Miller said in crediting Mr. Hackett's record with five merits.

Brakeman R. T. McAllister and W. T. McCraney were commended by Superintendent Henley for finding a broken wheel on Diesel 731 at Union. The engine was set out for repairs.

Section Foreman R. E. Hagler of Waterloo and his gang detected a truckside drop down in Trailer No. 28 and signaled the Conductor, enabling him to stop the train and avoid possible serious trouble. Chief Engineer S. A. Cooper expressed appreciation saying, "It gives me great pleasure to commend both you and your gang... for this service performed and it assures us that our men are ever watchful."

Sticking brakes were discovered on a car in Train No. 93 by Brakeman F. E. Browne of Slater. The crew was notified and repairs made so that the car could continue on to destination. He was thanked by Supt. Miller for the "attention you are giving train observation."

At Bloomington Switchman Rogers discovered a broken rail in No. 18 track. He was commended by Supt. Connerly for his alertness and prompt report on the condition.

Lineman W. B. Freeman found a broken rail at New Albany and has been commended by Supt. Henley, Supt. of Communications G. D. McDonald called it a "heads up" job.

Brakeman K. M. Ackelberry while aboard Train No. 93 out of Slater discovered a brake beam drop down and had the train stopped so that repairs could be made.

Brakeman D. R. Williams of Bogalusa has been commended for discovering a broken rail in Canal Yard. Others commended for services of unusual merit are: Engineer C. O. Griffis; Brakeman W. C. Thompson; Brakeman T. L. Peel, Brakeman D. W. McCann and Brakeman G. G. Anderson all of Slater; Clerk P. W. Pollard of Marshall and

(Continued on page 4, col. 3)
AAR President Calls For Passage
Of Legislation Important To Railroads

Daniel P. Loomis, president of the Association of American Railroads declared on
February 19, in a dinner address to the 58th annual meeting of the Atlanta Freight
Bureau that "present government transportation policies are not only wasting unnec-
essary tax dollars but are also keeping the American people from enjoying the transpor-
tation facilities to which they are entitled."

"Taxpayers are being hit for mounting billions for road, air and water develop-
ment programs that disproportionately benefit commercial transportation businesses,"
Mr. Loomis stated. "Then, this vast government spending by artificially expanding
competing carriers, deals crippling blows to the self-supporting railroads."

Urging "a program of fair play to the people," he said this should be based on a
policy of "favoritism toward none and equal treatment toward all." He said the rail
lines ask only to be allowed to compete on an equal basis with other forms of trans-
portation—"so that each carrier can grow and serve the nation on the basis of its own
natural advantages and not on the artificial basis of government subsidy and paternal-
ism."

Condemning policies that hurt the railroads with burdensome taxation, discrimi-

natory regulation and unreturned government spending on behalf of other carriers, Mr.
Loomis called for Administration backing and Congressional passage of legislation along
these lines:

"Taxation. More realistic income tax treatment of reinvested earnings should be
allowed immediately to stimulate capital spending for improved railroad facilities.

"Relief from increasingly burdensome state and local property taxes is needed to
allow railroads a fair chance to compete with carriers using tax-free roads and water
and air facilities.

"Equal treatment further calls for the end of discrimination against public carriers
and all commercial travelers through full repeal of the Federal excise tax of 10 per cent
on passenger tickets.

"Subsidies. Where tax money is spent to provide and maintain highway, air and
water facilities that benefit commercial interests, adequate user charges should be paid
back to the government by these beneficiaries.

"Diversification. Railroads should be allowed to provide services by truck, airplane
and barge on the same terms as anyone else; and this same freedom to diversify should
be granted to other carriers. This would lead not only to better service at lower over-all
costs but would also give railroads equal use of Transport facilities which their Tax
Payments now help provide for competitors.

"Regulation. We again urge maximum freedom consistent with the public interest
for carriers to set freight rates and adjust services to meet changing public demand.
Equality of regulation should also be extended to railroads in the hauling of agricultural
products."

Last Run For Veteran
Engineer Bookstaver

Engineer J. J. Bookstaver (second from
left below) brought diesel No. 13 to a halt
one day recently and stepping from the
cab ended 56 years of service with the

Company as a Fireman and an Engineer.
On hand to offer congratulations on a
"record of excellent service" were Ass't.
Supt. R. A. Stephens (left); Trainmaster
W. R. Bogan (third from left) and Gen-
eral Roundhouse Foreman T. R. Long.
About his retirement Supt. Thomas
told the East St. Louis Engineer, "we do
not want you to feel that you are severing
your relationship with the Company
entirely, but want you to feel free to call
upon us at any time we can be of ser-
vice to you."

The following who are also retiring have
the best wishes of the Company and of
their associates.

Switchman G. C. Lowman of East St.
Louis after 40 years of service.

Engine Foreman C. H. Abercrombie of
Tamms after 42 years of service. He en-
tered service as a switchman in 1917 and
was promoted to foreman in 1921.

(Continued on page 4, col. 3)
When the new year began three familiar faces were missing from the busy General Office scene. Retiring (from left to right) were General Storekeeper D. E. Dawson and Assistant Purchasing Agent G. M. Wahl, both with more than 46 years of service; and Assistant Purchasing Agent V. Y. Shoemaker after 41 years. All carry with them the affectionate regard and best wishes of many friends, both on the railroad and in related business circles.

Succeeding Mr. Dawson is H. J. Curtis (left) and appointed Assistant Purchasing Agent is C. T. Verbeck. Mr. Verbeck joined the Purchasing Department as office boy in 1923, after one previous year in another department. Mr. Curtis, too, started at the bottom of the ladder—in the Stores section—in 1918. Both have held various jobs and have wide experience in their fields.

In the retirement comes word from “Gus” Wahl—an avid and astute angler—that he is spending the first five days of the week fishing the popular waters around his Fowl River Lodge. Saturdays and Sundays, he says, he now graciously leaves to less fortunate working friends and to junior water ski enthusiasts.

Associates Dawson and Shoemaker are amateur gardeners of note in a region where camellias shows draw hundreds of entrants. Both are busy redesigning yards and improving varieties of popular flowers.

**Honored By Associates**

Two GM&O men were honored recently by being elected to offices of their local Traffic Clubs. At Atlanta, DFA “Tony” Engel was installed as President of the Transportation Club and at Mobile, CA “Bill” W. G. Maitland was named a Vice President.

**Heads United Fund**

GM&O Director Austill Pharr (left) was elected president of the Mobile United Fund and GM&O President Glen Brock chairman of the UF board of trustees recently. Mr. Pharr is President of the First National Bank.

Y. D. Lott, Vice President and Controller of our Railroad, was named to serve as a trustee for a four-year term. Retiring chairman of the UF board is GM&O Director J. Finley McRae, President of the Merchants National Bank.

Charles F. Gregory, Ass’t. Gen. Frt. Traf. Mgr., was elected Chairman of the Railroad sales and service Committee, when the Southeast Shippers Advisory Board met at Miami recently. Shown with Mr. Gregory (left) are DFA Fernando Castro, Jr., (right) of GM&O’s Tampa office and Mr. and Mrs. R. E. Clark. Mr. Clark is Chairman of The Car Service Division of the Association of American Railroads.

**Alabama Colonel**

Freight Traffic Agent Arthur P. Clarke of the Mobile office was recently appointed an honorary Colonel on the personal military staff of Alabama Governor John Patterson.
Never Late For Work

Fifty years on the job — and never a day late for work. That's the enviable record of J. Gallaudt Cassaday, Sr. The secret of such punctuality? "You just get up early enough and allow a few extra minutes in case of an emergency," says the head clerk of the interurbane bureau of passenger and station accounting at Mobile. And he's been doing that ever since he went to work for the M&O as a clerk in 1910.

Retirements — Promotions In Traffic Department

The Traffic Department has recently announced the retirement of three veteran employees and the promotion of five others.

RETIRING ARE:

Emil H. Yarke, division freight traffic manager at Springfield, after 54 years at various cities on the line such as Chicago, Peoria, Bloomington and St. Louis.

George T. Buckley, district freight and passenger agent at Los Angeles after 47 years. His first job was as a billing clerk in Chicago.

Everett W. Meng, commercial agent of Mexico, Missouri, after more than 42 years. Mr. Meng entered the service as a station helper at New Bloomfield in 1917.

PROMOTED ARE:

Gerald C. Stuckey, from commercial agent at Bloomington to division freight traffic manager at Chicago.

J. P. Birmingham, from commercial agent at Los Angeles to district freight and passenger agent at Los Angeles. Mr. Birmingham's first job with GM&O was in 1942 as a train agent at Los Angeles.

William F. Scott, from traffic department of another railroad to commercial agent at Los Angeles. Mr. Scott has 19 years of railroad experience.

P. J. Johnson from freight traffic agent at Chicago to commercial agent at Chicago. Mr. Johnson has been with GM&O since 1939 and began his railroad career in 1951.

George E. Ehret appointed commercial agent at Chicago. Mr. Ehret has previous experience with another railroad.

On The Job

Engineering Locher Retires

Engineer B. E. Locher is enjoying a life of ease since his retirement recently. On his last day on the job, fellow employees at Railroad gathered around to wish him well in his retirement and presented him with a billfold and a cash present. The presentation was made by W. H. Hams, local chairman for the engineers and asst. trainmaster C. L. Camp.

No Wonder the Hole-in-one

Latest member of the "Hole-in-One Club at the Mobile Country Club is Division Freight Traffic Manager Codie Thomas.

He knocked in his tee shot on the 196-yard, No. 14, hole. He was using a two-wood. And, he says, as further information to his many tonnage-minded associates also bent on setting a new 1969 business quota for GM&O, he was playing on Sunday and with shippers.

Report From Your Freight Claim Department

<table>
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<tr>
<th>Year</th>
<th>Total Freight Claim Payments:</th>
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<tr>
<td>1960</td>
<td>$60,682.90</td>
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<tr>
<td>1969</td>
<td>$55,785.95</td>
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Loss and damage prevention is every employees business. Won't you help?

I'm Your Livelihood — Handle Me Cautiously

Fireman C. A. Cowan of Joliet after 42 years of service. He and Mrs. Cowan plan to make their future home in Tucson.

Section foreman W. H. Mayfield of Newton after more than 35 years of service in the maintenance of way department.

Yard clerk William H. Ziemer of Joliet after 18 years of service.

Yard engineer Joseph Stablefield of Springfield after 50 years of service. Mr. Stablefield was promoted from fireman to engineer in 1912.

Terminal yardman T. B. Cronin of Chicago after 35 years of service.

Conductor T. W. Crejton of Slater. He entered service as a brakeman in 1911 and was promoted to conductor in 1913.

Fireman George Sam of Meridian after almost 42 years of service.

Engineer E. Todd of Louisiana, Missouri. He entered service as a fireman in 1907 and was promoted to engineer in 1911.

Engineer J. N. Will of East St. Louis after 52 years. He began service as a fireman and was made engineer in 1921.

Ticket clerk-Baggage Frank Detson of Alton. He joined GM&O as a clerk in 1947.