An unusually large flag — 8½ feet by 5 feet — the proudly floats 41 feet above the ground.

Keep The High Green Flying

"KEEP THE HIGH GREEN FLYING!"

This was the enthusiastic challenge that Bell Bodie, Executive Vice-President and General Manager, offered to forces at the Mobile Terminal as the new green Safety First flags bearing a smiling face and spelling out—NOCBODY'S HURT—were hoisted aloft in ceremonies introducing them at both the Beauregard and Frassati facilities.

The instructions for the type of Safety First flag that could be prominently flown during the working day came down from President Glen Brock. "SAFETY FIRST is a highly visual thing in itself." Mr. Brock declared. "Perhaps such a flag, big and high enough for everyone to see constantly, will afford a helpful reminder to look to SAFETY FIRST."

After experimenting with several different ideas and designs along conventional lines, it was decided to try a bold new style and approach, using two different flags. Mr. Bodie explained them. (Cont'd on Page 2, Col. 1)

"Best in the Industry"

Day in and day out our Mass-tor Movement trains carry coal on exacting schedules to keep the large Commonwealth Edison Company generators grinding out the electricity that keeps industry humming and home life happy in a wide area of Chicago.

The Railroad is justly proud of its officers and men who maintain this vital supply line between mine and plant, often in times of unusual stress. And this team can really stick it out. For over a letter President Brock recently received from Glen W. Boerman, vice-president of the power company. Referring to the recent two-day strike the Edison executive wrote, "Once again my personal appreciation for your dedication to keeping this service the best in the industry." To which Mr. Brock replied, "your letter...goes in the personal efficiency record of a good many men and officers, and I appreciate it more than you could possibly realize."

Promotions Announced

The following promotions have been recently announced.

In the Mechanical Department — E. A. Johnson, Jr., from Master Mechanic at St. Louis to Assistant General Master Mechanic, with headquarters at Jackson, Tennessee and his jurisdiction extended to include Tennes, Illinois, Jackson, Tennessee and Corinth, Mississippi.

Robert Reiner from General Foreman at St. Louis to Master Mechanic at St. Louis with jurisdiction over the St. Louis-Venice Terminal, including Wann, Illinois and the Western Division.

In the Sign and Communications Department — W. M. Costello from Assistant Signal Engineer to Signal Engineer, Blooming, Illinois; J. M. Wuerpel from Supervisor Signals and Communications to Assistant Signal Engineer, Blooming and M. D. Ellis from Signal Foreman to Signal Supervisor to include the signal territory between mile post 363 at Finger, Tennessee and E. St. Louis, with headquarters at Jolnboro, Illinois.

(Continued on Page 4, Col. 1)
New Style Safety First Flags Hoisted Over Mobile Terminal

(Cont'd. From Page 1, Col. 1)
and their usage this way when introducing the flags to working forces at the two Mobile Terminal facilities:

"The green flags with a smiling face will proudly proclaim—NOBODY'S HURT—indicating that all are practicing personal safety.

"A yellow flag with a somber face will sadly caution—WE HAD AN INJURY—stressing that all of us will have to increase our dedication to personal safety.

"Green flags will fly every day if the Terminal has worked carefully and is injury free. If not, they will be replaced by yellow flags which will fly for the balance of the week."

In closing, he said, "We have confidence in your ability and dedication to SAFETY FIRST and know that you will want to keep the high green flying."

The unmentionable. Let's keep it in mothballs.

G M & O Attitude

The close spirit of cooperation among GM&O employees and their dedication to duty are important assets that have long been recognized by the Company and are reflected in the many complimentary expressions about personal service that come from our customers.

A recent example of this extra effort that members of the GM&O family are constantly making in performing their jobs was noticed recently by R. E. (Bob) McGinn, General Industrial Agent.

He writes, "When I was in Fulton, Missouri, I checked in at our depot and found our regular agent, James D. Hudson, was on vacation and the "fort" was being held down by a very pleasant, young relief man. And that was his first day relieving at Fulton.

"He showed me a book which Jim Hudson had left for him, a 'Guide for working Fulton.'"

"Forty-seven pages of answers and suggestions to help the relief man, indexed with table of contents covered by an additional three pages."

"Now that's what I call a good attitude by a GM&O'er."

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Agent Hudson has been with the Company eight years and is 26 years of age. His relief man was Dennis J. Edwards, just starting out on a railroad career and 19 years of age.

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At Beauregard Street Facility

A new style flag is raised at the Beauregard Street facility of the Mobile Terminals as Executive Vice President and General Manager B. V. Bodie (standing, second row and second right from pole) addresses workers. To his right is Terminal Superintendent L. R. Abernathy.

At Frascati Facility

The Smiling Face Goes Proudly Up At Frascati

Thanks to Bill Carson of Springfield, Illinois, a good neighbor who discovered a hot box in Train 33 and alerted the train crew.
Astro Program Gains Momentum

Editorial in Birmingham (Ala.) News:

It is unanswerable that railroads are essential to the economic well-being of the nation. Rail transportation delivers the bulk of the country’s consumer goods from manufacturers to hometowns across the land. And the amount of cargo handled by the railroads is growing.

For this reason, it is unsettling to hear spokesmen for the rail industry speak of a crisis for the railroads which they say threatens the continued private ownership of rail systems.

Former Sen. George Smathers, who was in Birmingham recently speaking for an organization formed by the Association of American Railroads, called the concept of nationalization a “$100 billion nightmare.” It is difficult to understand why anyone would welcome a government takeover of the railroads—expending billions of public dollars to assume ownership and operation of what at present is a tax-paying and self-sustaining enterprise.

The America’s Sound Transportation Review Organization (ASTRO), to which Smathers is general counsel, has compiled some proposals to bring the railroads out of crisis.

They include a public strategy aimed at support in Congress for less restrictive government regulation, federal aid for equipment and rights-of-way tax reim-

Freight Car Legislation Introduced, the railroads need about 100,000 new freight cars a year for the next ten years, both to meet present and growing requirements of their customers and to give a badly needed source of additional revenue with which to restore their own earning power. An average of only 56,000 new cars have been bought annually in recent years, mostly because of many railroads’ inability to finance more.

Hearings on legislation that would help in this respect were held before the Senate Special Subcommittee on Freight Car Shortages in May. Others are to follow.

One of the bills (S 1730), drafted by the National Industrial Traffic League, would authorize creation of a special non-profit corporation to acquire a fleet of new general purpose cars for use in times of car shortages wherever they exist. The initial financing would be by the railroads through a per diem charge allocated on the basis of the present use of general purpose freight cars. Another (S 1731) would give leaseholds to assure railroads their furnishing subsidiaries and car leasing companies in financing the purchase of cars, locomotives and cabooses.

S 1730 and S 1731 are in line with recommendations made in a report issued last year by ASTRO (America’s Sound Transportation Review Organization), the railroad industry’s study group.

More than $50,000,000 people have learned about the ASTRO program since the railroads launched their all-out campaign a year ago to spread the word about their problems and to get for solutions to the grass roots of the nation.

“ASTRO must be pushed through by active and concerned citizens—people who know the facts and are willing to speak out,” declares ASTRO’s head, George Smathers, who believes the information campaign is bearing fruit. He told Railway Age recent “there is no question that we are getting a more favorable climate for meaningful legislation.”

This is why it is so important for GM&O employees to cooperate fully in the nationwide letter writing campaign outlined by President Glen Broek in his letter accompanying July 15 pay checks.

When you have written your Washington legislative representatives to support ASTRO, and have asked five friends to do so also, won’t you please fill out the “I’ve Got My $ Here They Are” while slips bearing their names and the yellow one signed by you and hard them to your Supervisor. He’ll have an appropriate lapel button for you.
Real Old Rail Pro Retires

One of the real and highly esteemed old timers, Stanley Wilson, is retiring after 62 years with the railroad. A man who put his whole life into railroading, working around the clock and sleeps catching a nap on an office cot in times of stress in the past, he says, “I’ve enjoyed every minute of it!”

The veteran learned telegraphy at 14, came to Meridian in 1908, was first a telegraph operator, then a dispatcher, chief dispatcher and assistant to superintendent, the position he held upon his retirement.

He’s never owned an automobile — never wanted one — walking to and from work from his nearby home until recently, when he changed to using a taxi. He recalls when he was a dispatcher in 1918 there were as many as 260 trains working. “I don’t believe they will ever come back like they were,” he says.

A baseball player with a Wayneboro team in his younger days, he expects to continue to keep up with all the baseball, football and basketball scores from the three daily newspapers he takes.

Writing in the Meridian Star Reporter Barry Camp observed: “Like the steam locomotives that were on the railroad scene and established themselves only to fade away and give ground to the diesel-powered engines, one of the real pros in the rich history of railroads in Meridian gives ground to someone else, but it is hoped that Wilson, and men like him, won’t fade away.”

Promotions Announced

(Cont’d From Page 1, Col. 3)

In the Engineering Department — Richard P. Cridler from Project Engineer — System with headquarters at Mobile, to Principal Assistant Engineer, Mobile.

Growing Oxygen

International Paper Company has just recently planted its millionth acre of pine trees in the South. Besides providing a growing source of tonnage for GM&O, these trees will generate enough oxygen each year to supply the needs of 14,000,000 people.

Retires at Jackson

When Mechanical Foreman J. S. Barnett retired recently at Jackson, Mississippi, after forty-eight years with the Company, fellow employees were on hand to wish him well and to present him with a present. Making the presentation is J. R. Arnett and in the picture from left to right are L. C. Jammie, Carman Apprentice; Floyd Hunter, Carman Helper, S. A. Phillip, Carman; J. E. Freeman, Electrician; J. B. Fulton, Carman; L. T. Weaver, Shopman; Columbus O’Banner, Shopman; R. M. Taylor, Carman and C. F. Taylor, Clerk.