GM&O Wins Coveted Harriman Award For Safest Railroad In Southern Regional Group

In recognition of its outstanding safety record in 1956, Gulf, Mobile and Ohio Railroad received one of the coveted Harriman Safety awards from the American Museum of Safety in New York on September 16.

The E. H. Harriman Memorial Awards are presented annually to railroads and related firms accomplishing the best overall safety records based on statistics compiled by the Interstate Commerce Commission.

Railroads Safest By Far

Railroads recorded only about half as many passenger facilities in 1958 as buses and airlines, James G. Lyne, Chairman of the Harriman Awards Committee, said at the American Museum of Safety's 40th., presentation of the awards.

The Railway Age Editor reported that 60 passenger fatalities occurred on Class I railroads in 1958 (a single accident in which a train went through an open drawbridge accounted for 44 or three-fourths of the railroad fatalities) as compared with 114 on domestic airlines and 120 on buses. Of the remaining 16, 10 involved passengers attempting to board or alight from moving trains—acts over which the railroads have little or no control, he added.

Employee fatalities for Class I railroads in 1958 totaled 170, producing a casualty rate per million man-hours of 0.10, Mr. Lyne reported. He added that although 1958 figures are not strictly comparable with earlier years because of changes in reporting requirements ordered by the Interstate Commerce Commission, employee fatalities last year were far fewer than in any year prior to World War II, and compared favorably with the best postwar years.

Near-record lows were recorded in casualties at grade crossings and to trespassers on railroad property in 1958, Mr. Lyne said.

Assistant Vice President R. C. Lauten receives the award from Cyril Ainsworth, President of the American Museum of Safety.

All Class I railroads with annual operating revenues exceeding $5,000,000 and which perform 100,000 or more passenger-miles of service in addition to freight operations are eligible to receive the awards. The ratings on which awards are based include casualties to passengers on trains and in train and train-service accidents, and casualties to employees on duty in train, train-service and non-train accidents.

Gulf, Mobile and Ohio's Certificate of Commendation is for the safest mark in Group B in the Southern Region. The Group includes all railroads with total locomotive-miles of service between 3,000,000 and 15,000,000. Over-all winner in Group B for the entire nation is the St. Louis Southwestern Railway.

In all, three gold medals and 13 certificates were awarded according to Groups and regions.

GM&O has won four previous Harriman awards, as well as numerous other honors in National Safety Council competition.

Pullman Car Made Debut 100 Years ago on GM&O

Bloomington, Ill. (Associated Press) Sept. 1—One hundred years ago tonight railroad passengers slumbered aboard the first sleeping car fashioned by a young Chicago house-mover.

It was No. 9, attached to the rear of the Chicago-bound night train of the Chicago and Alton Railroad, now the Gulf, Mobile and Ohio.

The wooden-sided car looked much like the other coaches except for the unfamiliar label, "Sleeping Car," painted above the windows.

But inside, the passengers found the difference. Although heated by wood stoves and lighted by candles, the car was by far the most comfortable railroad coach they had ever seen.

THE ANXIOUS inventor was on hand that night to observe the first reaction to the car he had remodeled in the railroad's Bloomington shops. The car was the culmination of the plans he made six years earlier when he was only 22.

Public acceptance of the slumber car brought the inventor, George Mortimer Pullman, a curious honor. Today his surname appears in dictionaries for "sleeping car."

Section Foreman Ellis Promoted

Section Foreman J. D. Ellis of Artesia has been promoted to Assistant Track Supervisor with headquarters at the same location. He entered the service of GM&O as a member of the section gang in 1961, was promoted to Relief Foreman in 1962 and foreman on Jan. 1, 1964. Mr. and Mrs. Ellis and their four sons reside at West Point.
Beauty Treatment For Passenger Cars

Bright and shiny, Club car 5800 rolls out of the Bloomington Coach shops after having received a complete beauty treatment. Other cars in the light-weight equipment will follow on a regular program of refurbishment designed to make our St. Louis-Chicago passenger service even more attractive to the public. The 5800 is a part of the Abraham Lincoln.

A feature of the new interior design is the Walnut plastic finished wall paneling and the mother of pearl window sills.

The 5800 gets a final check from Gen. Pssgr. Car Foreman L. E. Flynn; Paint and Upholstery Foreman W. A. Harris and Assistant Pssgr. Car Foreman Joseph Fescu.

Next off the beauty line will be Dining Car 5700 and Carmen W. W. Erickson and C. O. Sellberg are shown making the application of windows.

Note the paneling design in the end of the Club car. Putting on the finishing touches are Carmen Sellberg and D. W. Quinn.

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Highway Accident Kills Two Supervisory Officers

A tragic highway accident took the lives of two of GM&O's well known Bogalusa supervisory officers on September 9, and their loss is being widely mourned. Killed instantly when a gravel truck skidded across the road into the station wagon in which they were riding were Trainmaster E. B. "Slick" Sumrall and L. W. "Bud" Henley, General Mechanical Inspector.

Two other occupants of the station wagon, Elmer Lloyd and Joseph Hope, were also instantly killed and a fifth Bogalusan, Louis Wascum, Jr., was injured.

The accident occurred on the Varnado Highway near Bogalusa.

Curtain Going Up

The passenger department is again taking advantage of popular stage attractions in St. Louis and in Chicago to generate additional passenger business from Bloomington, Lincoln and Springfield. The theatre trips are arranged for travel on regular scheduled trains and are proving unusually successful. The cost of the show ticket, the rail fare, bus transfer and a meal are included in the all-expense tour.

Discuss Ways To Reduce Loss And Damage Claims

Loss and damage to freight cost GM&O approximately one million dollars annually in claim payments. How to reduce this staggering expense is the subject of constant meetings all over the Line, like this one (above) held recently in the Freight House at Mobile. Asst. Ft. Claim Agent Mason Brown and Sup't. of Terminals L. R. Herrington are shown addressing part of the group from left to right:


Gets Good Handling On GM&O

High and heavy, this big diesel which needed special clearances and careful handling moved over our Railroad recently. The largest shipment—weight 277,000 pounds—ever made on a single car by Fairbanks, Morse and Co., Beloit Works, was enroute to the municipal power plant at Kissimmee, Florida.

A special 8 axle flat car was used to carry the fully assembled unit which stood 18 ft. 10 in. from rail to top. Fairbanks-Morse General Traffic Manager P. G. Jefferson planned the movement of the engine which is the largest built by his Company.
Two Well Known St. Louis Employes Retire

Two members of the GM&O St. Louis family, Mrs. Vera Elvert and Mr. A. F. Stephens, retired on September 1. Friendly and thoughtful of others always, they will be missed by the public they served and their railroad associates alike, who wish them well in retirement.

As Superintendent of Hostesses from 1945 until the service was discontinued, Mrs. Elvert was a familiar figure on our passenger trains and in the St. Louis Terminal, particularly. Her kindly and helpful hand was always extended to the weak and the inexperienced who paused within the busy terminal. And railroad folk relied upon her for countless personal favors far beyond the call of duty.

She was the good Samaritan to the ill at the Missouri Pacific Hospital and to their visiting relatives.

As Assistant to Passenger Traffic Manager Weaver, Mrs. Elvert worked to develop women’s convention travel and in off-time continued a busy schedule of charitable and civic activities. She began her railroad career in the Agent’s office at Trenton, Tennessee in 1920 and worked in the Roadmaster’s and in the Division Freight Traffic offices at Jackson, Tennessee until 1946. In addition to her hostess supervision duties she was director of Women’s Personnel. She will retire to live with a sister on a large farm near Kenton, Tennessee and to renew old friendships.

General Agricultural Agent A. F. Stephens has for 39 years combined the qualities of a good farmer and a good railroad man in such a manner as to win the respect and friendship of his associates in both fields of endeavor.

Quiet and unassuming, but possessing the “know how” acquired in attaining a B.S. degree in Agriculture at Purdue and a Masters in dairying at Missouri, his ability and understanding have won him widespread recognition.

In North East Missouri he is known as “Mr. Soya Bean.” His foresight in pioneering this crop created a new farm economy in the area and additional rail tonnage for his Company. A plaque presented him by Missouri Farmers’ Association attests to the importance of this contribution.

As past President of the St. Louis Farmers Club and active in St. Louis Chamber of Commerce agricultural work the loss of his civic activities will also be keenly felt.

“Steve” is retiring with Mrs. Stephens to his native home, Springfield, Missouri where they have purchased a home. He intends to do a little consulting work on call, but mostly to float and fish Missouri streams, a sport he has had in mind for many years.

Railroad Benefits Up

In a review of its fiscal year operations, the Railroad Retirement Board reports that during 1958-1959 retirement and survivor benefits totaled $781 million. $60 million more than in 1957-1958; and unemployment and sickness benefits came to $348 million. $26 million more than in the previous year. The retirement and survivor benefits were divided among 824,000 persons, and the unemployment and sickness benefits among 420,000 persons.

Gulf Transport Safety Awards

BUS OPERATORS
C. K. Bennett, 11 Yr. Award
Woodrow Cox, 13 Yr. Award
W. Haberman, 12 Yr. Award
D. N. Hall, 4 Yr. Award
Frank Shannon, 1 Yr. Award

TRUCK OPERATORS
A. M. Neal, 4 Yr. Award
W. G. Young, 3 Yr. Award
Why must public funds support private interests?

Nearly $150 billion has been spent by federal, state and local governments on highways, airports, airways and the inland waterways system. Many additional billions will be spent to expand, improve and maintain these facilities.

Most of this money has been and continues to be provided by general taxpayers through income taxes, property taxes and other general taxes they pay.

These transportation facilities, supplied by the public, are used extensively by curriers in competition with the railroad. In many instances none of the expense of construction, maintenance and operation is recovered through user charges—such as fuel taxes, license and registration fees and graduated weight-mile charges.

Shouldn’t an adequate share of the costs of these facilities be paid by private business interests who use them for profit? Shouldn’t the tax-paying public be relieved of this burden?

ASSOCIATION OF AMERICAN RAILROADS • Washington 6, D. C.

Students Billfold Found By Inspector Ludwikowski

Mr. William Ludwikowski
Car Inspector

Last Thursday morning when I telephoned Mr. Bluestone to report the loss of my son John’s Billfold, it was what I considered a sort of futile gesture and frankly, I never expected to see it again.

Fortunately it was you, Mr. Ludwikowski, who found the billfold, and through your honesty we have it back with all contents intact.

We both thank you very much. Mr. Ludwikowski, and wish to commend you on your integrity. Your good Company, The Gulf, Mobile and Ohio Railroad should be proud to have you on their team.

Yours very truly,

/s/ R. J. Sonderman, VP
McCabe-Power Body Co.
St. Louis, Mo.

* * *

Another pocket-book, lost by a Springfield passenger on Train No. 3, was found by conductor Ray French and returned to its grateful owner.

C. H. Barnett Retires

Mr. C. H. (Charlie) Barnett retired at Iselin Shops, effective August 15, 1859, after 43 years of service with the Railroad. Mr. Barnett entered the service of the old M&O R. R. Company at Mobile, August 31, 1917, as Electrician and when the new Iselin Shop at Jackson, Tenn., was in the process of being built Mr. Barnett was transferred to Jackson, Tenn., October 30th, 1925, to fill the position of Chief Electrician.

50-Year Milestone in Family With 126 Years of Service

General Foreman C. W. Powers, Sr., received his fifty-year service pin last month—an important milestone in a railroad family that can already collectively claim 126 years of endeavor for the Company. A son, Charles, Jr., is a mechanic at Jackson and is the third generation working for GM&O.

The presentation of the pin, a lifetime pass and a personal letter from President Brock was made at Corinth by Master Mechanic G. M. Duck of Jackson.

Others who have just recently passed the fifty-year service milestone are: General Claim Agent, Fred L. Johnson of Mobile; Telegrapher H. G. Gentle of Cache, Illinois; Agent C. Vandervender, Lauderdale, Mississippi; Agent-Telegrapher L. Creamer, Louisiana, Missouri; Agent S. N. Jones, Union City, Tennessee; Engineer H. Williams. Jackson, Tennessee; Yard Engineer J. Stubbs, Springfield, Illinois; Agent Telegrapher T. K. Knauer, Columbia, Illinois, and Agent-Telegrapher L. W. Yates of Centralia, Missouri.