1946 Operating Revenues
Show Decrease; Long Term Debt Is Reduced $622,200

Operating revenues of the Gulf, Mobile & Ohio during 1946 were $34,393,042, a decrease under the previous year of $3,346,989, President Tigrett said in the Annual Report to Stockholders last month.

Current assets as of January 1, 1946, amounted to $15,255,275 and current liabilities $9,045,857, reflecting working capital of $6,209,418. The long term debt was $24,561,110, a reduction during the year of $622,200.

Railway expenses for 1946 were $28,667,427, including wage increases of approximately $2,200,000 as a result of Governmental Awards effective January 1 and May 22, 1946. Percentage-wise, the wage increases of 1941, 1943 and 1946 amounted to more than 52%, and the Company's Payroll Tax next year was estimated at $1,500,000.

In explaining the loss in operating revenue Mr. Tigrett said that Freight revenue decreased $2,048,919 even though the Railroad handled approximately the same ton miles in 1945 as it did in 1946. He said that the 1946 traffic was "lower rated peacetime business" as against the "higher class war traffic" of the previous year. Passenger business of the GM&O was off $1,131,856 attributed to "demobilization of the armed forces."

"In 1946 the territory served by the GM&O continued its very substantial industrial progress", Mr. Tigrett said and added that, "the movement of industrial relocations towards the south, which has been notable for some years in accelerating". New equipment purchases for 1946 at a cost of $18,584,000 were listed.

The Company's Highway Subsidiary,
(Continued on Page 2)
Well-Known Alton Conductor Takes "Busman's Holiday"

Proof that the Alton Route's traditions of courtesy and personal interest "start at the top" came into our office in the form of a letter from Conductor H. W. Lewis, Chicago, Illinois.

Mr. Lewis writes that while visiting in Mobile and New Orleans during the early part of this year, he and his wife were unable to obtain hotel reservations in New Orleans. Upon his arrival in the Crescent City he met President Tigrett. Lewis writes:

"Mr. Tigrett learned that I did not have a hotel reservation and immediately said he would see what could be done about getting a room for us, which he did after making several calls... We really appreciate the trouble Mr. Tigrett went to in getting hotel space for us, otherwise I am afraid we would not have enjoyed our stay in New Orleans as much as we did."

"We returned to St. Louis on the Rebel and again were impressed with the hospitality and the eagerness of the personnel to make our trip pleasant and enjoyable. It was a trip we shall always remember."

ENGINEERMAN MAGAZINE FEATURES GM&O

Details of the GM&O's new Alem-GE diesel electric locomotives are given in the latest edition of the "Brotherhood of Locomotive Firemen and Engineers' Magazine".

The article is illustrated with both interior and exterior views of the locomotive.

A railroad may be said to be composed of a body and a soul. The first thing is the railway property consisting of the engines, cars, tracks, tools, machinery and buildings—things of little value as they are wisely used in the production of transportation. The second is the moving spirit, consisting of the employees—who give it Character and Ideals.

—Ties.
"DIME MAN" ADDS NEW TWIST TO OLD RAILROAD PRACTICE

Railroaders have long been familiar with the "hoop" method of exchanging messages with passing trains, but Oiler John Hanson, Bloomington, Illinois, has added a new twist.

Inspired by his daughter's story of the difficulties in obtaining correct change to board St. Louis' crowded street cars when she was a B&O hostess, Hanson decided to furnish the fare to a St. Louis-bound hostess on the GM&O's Anne Rutledge every morning.

About three years ago Hanson's daughter, Mrs. Henrietta Hanson, told him that many of the hostesses found it difficult to keep the correct change for the street cars in St. Louis.

"Right then I decided I'd make sure the girls had the correct earfare," Hanson said, "so I started passing up the hoop with the dime in it."

The "Dime Man" has kept his vigil for over three years now, and regardless of the weather, the Alton's hostesses and regular travelers alike know that they can depend on Hanson, with his friendly smile, holding up the hoop.

Hanson has been a resident of Bloomington since 1920, and has been employed by the Alton during this time. He has two daughters, the younger now in training to become a nurse. Upon completion of her training Pansy Mabel plans to follow in her older sister's footsteps and become a railway hostess.

Hostess Dot Boykin catches the hoop as the Anne Rutledge leaves Bloomington. "Dime Man" John Hanson nocturnally holds the newspaper-wire carrier which has a carefully wrapped dime attached to it. Inset photo shows Mrs. Henrietta Hanson, Hanson's daughter, who inspired the maintenance man's daily good deed.

THE MAIL TRAIN

Mr. W. H. Forlines, Superintendent, Jackson, Tenn.
Dear Billy:
We would like to take this means of expressing our appreciation of the whole-hearted cooperation and efficient service rendered by the Corinth Yardmaster, Mr. H. S. Sullivan... It is a pleasure to commend his work and fine cooperation.
Dave M. Palmer, Jr.,
Manager,
Bell Coal & Transfer Co.
Corinth, Miss.

(The recent article in the Saturday Evening Post has aroused much controversy among readers as to how the name "Gulf, Mobile & Ohio" may be changed. Following are excerpts from some of these letters—Ed.)

Dear Mr. Tigrett:
Permit me to congratulate you on the complimentary write-up that you received in the Saturday Evening Post... Might I suggest as names for the new road either "Mobile, Chicago & Alton" or "Chicago, Alton & Mobile"... I also suggest that the name "Comet" would be a good replacement for the name "Rebel".

Herbert L. Hull,
Fort Worth, Texas

Dear Mr. Tigrett:
Have enjoyed very much reading "The Hesitant Hero of Jackson", particularly as I happen to be in the Security business and have some $30,000 or $40,000 par value New Orleans Great Northern, 5%/2032 on the list of my clients to their satisfaction. May I add my unimportant congratulations to you on the wonderful job you have done in bringing the GM&O through to Chicago.

... I have come to the conclusion that "Gulf, Mobile & Ohio—The Alton Route" is completely descriptive to anyone who knows the "Alton Route" as the Chicago & Alton. (If the name is changed) I suggest "Gulf, Mobile and Chicago"...

Charles W. Price,
Syle & Company,
New York, N. Y.

Train operations on 147,197 miles of road or more than 1/4 of the total railway miles are being handled by tele
THREE 1500-HORSEPOWER FREIGHT UNITS SHOWN
Residents of St. Louis, one of the largest railroad centers in the country, had a chance to view the latest in diesel freight and passenger motive power recently when the American Locomotive Company exhibited one of our three-unit 4500-horsepower locomotives and a 6,000 horsepower three-unit passenger engine of the Rio Grande.

A luncheon and a cocktail party for railroad and traffic men featured the exhibition.

GM&O Hostess Jewel Kruse receives flowers from Alco Chief Usherette Doris Larson of Chicago. Director H. A. Pharr of Mobile was present for the showing. Locomotives were opened for public inspection. At the Luncheon: J. W. Barriger, President, Monon; F. C. Hogue, Traffic Manager, Rio Grande R. R.; F. M. Hicks, Executive Vice-President GM&O; Robert B. McGoll, President Alco; Bill Lewis, St. Louis Representative Alco; Norman Taylor, Vice-President Alco; W. H. Sagetetter, Chief Mechanical Officer Rio Grande, and H. E. Warren, Vice-President Purchases & Stores, GM&O.
CROWDS RUSH TO GREET
D. H. HOLMES GROUP

An estimated 5000 eager youngsters rushed to the G M & O tracks along the run of the Rebel between Jackson, Mississippi and New Orleans to greet the D. H. Holmes "Easter Bunny", which like Santa Claus each Christmas, uses the streamlined Rebel to make its annual trip to New Orleans from "Bunnyland."

The Bunny and her party boarded the Rebel in Jackson and entertained children and their parents at all stops between there and New Orleans. In the course of the trip candy was thrown from the observation platform to the hundreds of milling youngsters at each station.

Upon arrival in New Orleans, almost a half-hour was required to get the Bunny from the platform through the depot to the waiting motorcade, despite the presence of some half-dozen policemen.

Most interesting sidelights of the trip occurred when several youngsters in West Columbia and Bogalusa climbed toward the platform to present the Easter Bunny with carrots, and when one young passenger on the train (aged nine) wrote a letter to the Bunny.

Scenes above were taken as the Holmes Easter Bunny made its trip from Jackson, Mississippi to New Orleans. In the top left photo are the members of the Holmes party. Left to right (front row) are Mrs. Diggs, the Easter Bunny and Mrs. Felix De Zauzhe.


Scenes at the top right and lower left show stops at West Columbia, Mississippi and Bogalusa, while the photo at the lower right shows the bunny's trip through the Rebel.
Hostess Head Helps
Inexperienced Travelers

There are many problems which confront the inexperienced traveler and that is why our Railroad has a Passenger Department Representative on duty at all times in the St. Louis Union Station, the largest on the line.

That is why our Superintendent of Hostess Service, Mrs. Vera Elvert, also spends three or four hours a day checking up on Alton Route passengers who may need assistance while awaiting trains there.

We decided to follow Mrs. Elvert recently and see how she spends a typical day in the Union Station.

She arrived at the station about 7:45 AM and greeted passengers off the Gulf Coast Rebel for Chicago, transferring to the Abraham Lincoln on an adjoining track. Mrs. Elvert said that “Almost every day she was able to help some of them in one way or the other”, and too, she said “Contact with these passengers affords me pleasure.”

Mrs. Elvert talked with the incoming Hostess on the Rebel, and the outgoing Hostess on the Abraham Lincoln, discussing matters of special handling on their trains and checking supplies, medical kits, and the condition of the equipment.

Just before the Abe Lincoln departed, a little lady in her seventies, slightly deaf, arrived on a Missouri-Pacific train from Texas, and hurried down the platform to board the Abraham Lincoln. She was holding a long ticket in her hand and a message about a reservation on the Alton Limited. She was accompanying a corpse, her brother, enroute to a point in South Dakota. Nervous and upset about making the change in the Union Station and also in Chicago, Mrs. Elvert took her in charge and did the following:

1. Explained to her that she was employed by the Alton Railroad to assist travelers, and assured her she was a friend.
2. Carried her bag and magazine to a locker convenient for her when departing at 11:55.
3. Suggested breakfast, which she said she needed, and accompanied her to a seat in Harvey’s.
4. Called for her after she had eaten and went with her to ticket window where she obtained place on the Alton Limited to Chicago.
5. Explained her ticket for the remainder of the trip, telling her no change of station would be necessary (Continued on Page 7)
Editor, Local Citizens
Save GM&O Bridge

Prompt action on part of a newspaper editor and a lumber company last week saved the GM&O bridge at Centerville, Alabama from severe damage and probable loss.

Upon hearing a report of the flaming bridge, J. W. Oakley, editor of the Centerville Press, contacted the Belcher Lumber Company and arranged for their fire-fighting equipment to rush to the scene of the fire. Immediately after this Mr. Oakley contacted Frank Livingston, Commissioner of Public Safety, Tuscaloosa, and requested aid from that city's fire department. Editor Oakley is the son of the late Oliver Oakley, GM&O Agent at Centerville for 43 years.

Many citizens of Brent and Centerville joined the fire fighters and by the time the Company's equipment arrived the fire was well under control.

HOSTESS' DAY
(Continued from Page 6)
at Chicago since she would leave from there on the Milwaukee Road.
6. Directed her attention to the train information board, explaining how she could find her track number for the Alton Limited, in case it might be changed from regular track No. 19.
7. Bought a morning paper for her and took her to second floor where she could rest.
8. Told her about our train hostess service, and gave her the name of Miss Davis who would assist her en route to Chicago.
9. Left a note at Passenger Agent’s Desk to Miss Davis describing the lady and asking that she assist the lady with Milwaukee reservation in Chicago Station.
10. Told Alton Passenger Agent about this passenger.

Later on, just before the little old lady boarded her train, she offered to pay Mrs. Elvert and Mrs. Elvert quietly told her, “It gives me pleasure to help you and our Railroad wants to extend you this friendly service.”

Any day in the station you may see Mrs. Elvert, some of the Hostesses or a Passenger Representative aiding passengers in the following manner:

1. Baggage transfers.
2. Wheel chair and ambulance cases.
4. Arranging reservations.
5. Accompanying passengers to Travelers Aid, Hospital Room, Ticket Window, Taxi Stand, Baggage Room, Nursery, Shops, Sight-Seeing Window to arrange trips on lay-overs, Passenger Agent’s Desk, Lost and Found Department, Information Desk, Western Union, Connecting Trains, etc.

Recently promoted in the St. Louis passenger office were:
B. C. Pate (top photo) to Assistant General Passenger Agent; and (left to right, lower photo) D. G. Barnard to General Agent; Roy J. Fischer to Division Passenger Agent, and C. S. Bluestone to General Agent.

Alton Employees in the Division Accounting Office at Bloomington, who are:
Back Row (left to right): L. G. O’Brien, R. J. Bryant, J. E. Waltz, Sr., Anton Call, Jr., F. D. Newmoni, J. W. Langham, C. H. Burrows, Mrs. Lois Cash, Miss Phyllis J. Flesher, Mrs. Cenia H. Yapp, Mrs. Esther M. Napier, Miss Marian A. Manske.
Second Row: Mrs. Helen Henrichs, Mrs. Marilyn Turner, Mrs. Florence M. Morrissey, Miss Mary E. Nation, Mrs. Mary E. Hegarty, Miss Gladys M. Zoller, Miss Virginia C. Green, Miss Yuma E. Ross, Mrs. Isabella Fields, Miss Eleanor L. Kroplin, Mrs. Bernice M. Plowens, Mrs. Vivian W. Evans, Miss Mildred E. Kurth, Mrs. Virginia M. Baldini, Miss Jeanne I. Rommel, W. M. Cash.
Along the Line...

In the St. Louis Terminal we found Chief Hostess Dorothy Davis (left) and Hostess Ruth Swift (right) comparing last minute notes with Station Passenger Agent R. E. Jennings. Miss Davis, who was appointed Chief Hostess last month, and Miss Swift, who joined the hostess force in February were both graduated from Depauw University in 1945. To the left of the group is the new Rebel sign.

Around the Alton's Chicago offices Miss Gloria Kerr is well known for her interest in art work. Miss Kerr, who is employed in that office, is completing her high school work at night, after which she expects to attend an art school. She is the daughter of Mrs. Helen Kerr of the same office.

On the Abraham Lincoln we found Miss Frances Attebery and Miss Clara Askenran, both of the Accounting Department in Mobile, who were enroute to Chicago for a short vacation. Both these young ladies have completed more than four years with the Company.

The News regrets to learn of the death of Mrs. Robert J. Holt, Sr., wife of Machinist R. J. Holt, Sr. of the Iselin shops at Jackson, Tenn.

Assistant General Freight Agent C. J. Kucera of the Alton, was a recent visitor in the office of H. H. Gibson at Mobile. Mr. Kucera will represent the GM&O Foreign Freight Department in Chicago.

Recent visitors in Mobile were Mary Stewart and her grandmother, Mrs. Dan Spikes, whose husband is Agent at Richton, Miss. Little Mary is a real member of the GM&O family, as her great-uncle, John Spikes is employed in the Frascati shops, and both her mother and grandmother are former GM&O employees.

Superintendent of Hostess Service Vera Elvert was in the St. Louis Terminal as she said her good-byes before departing to attend the annual meeting of the National Association of Railroad Women.

Conductor H. W. Lewis, who now serves on the Abraham Lincoln, recently completed his fiftieth year of continuous service with the Alton, of which he has spent the last forty years as a conductor. Mr. Lewis resides in Bloomington, Ill.

Wedding bells will ring on the 27th when Miss Mary Goodloe of Mobile will take vows with Machin M. Martin of our Purchasing Department in that city. The ceremony will take place at the First Presbyterian Church.

Outstanding in Scouting affairs is B. A. Colbert of Chicago. Mr. Colbert has a record of 36 years in scouting activities, having joined the Boy Scouts in 1911. Mr. Colbert is one of the few scouts who holds all the awards a Local Scout Council may award. Among his honors are:

Eagle Scout, Scoutmaster’s Key and the Award of the Silver Beaver.

In addition to these outstanding awards, Mr. Colbert has also trained scouts in all phases of activity, with particular emphasis on scouting leadership.

The Transportation Department reports two weddings in March. Miss Bernice Small and Mr. Hubert Grant were married March 9th. Miss Nora Britt and Mr. Godfrey Helveston were married on March 21st.

On Jan. 15th, after 50 years of rail road service, 40 of which were with the Alton Railroad, Mr. George W. Murray, Chief Clerk to Alton Supt. of Transportation, was retired.

HOSTESS WILL ADDRESS STUDENTS

Students attending the first Occupational Guidance Conference to be held in Jackson, Tennessee, will hear an address by Hostess Martha Frances Robbins on the occupation of railroad hostess as a career. More than 550 high school juniors and seniors are expected to attend.