COMMISION CONDUCTING POLL
ON ALTON ACQUISITION PLAN

Legal proceedings relative to GM&O's acquisition of The Alton have reached the balloting stage on The Plan and September Third is the final date for returning the ballots to the Interstate Commerce Commission.

Alton Bondholders and Stockholders of the three leased lines operated by The Alton are being polled. There has been no objection filed to the plan and The Alton Bondholders Protective Committee and representatives of the Leased Lines have previously endorsed the move for GM&O to purchase The Alton as being to the best interests of all concerned.

Following balloting proceedings, the next step will be for certification by the I.C.C. of the Plan to the District Federal Court at Chicago. This Court then appoints three Reorganization Managers to direct the handling of all legal documents and prepare for the delivery of The Alton to GM&O. It is hoped that actual unification of the lines may occur near the end of the year.

GULF TRANSPORT BUSES TO HAVE NEW COLORS

Gulf Transport buses will soon change their familiar dress of Red and Silver to a distinctive Green and Cream color scheme. For several months now officials of our Highway Subsidiary have been testing for a color scheme which would answer three purposes: 1, be distinctive from other motor carriers; 2, be highly visible from a safety standpoint and 3, be economical to clean and maintain.

After exhaustive tests by color engineers the new Green and Cream combination has been decided upon.
From the...

PRESIDENT'S OFFICE

I have always felt that our employees were entitled to as much factual information about this Railroad as the officials.

Whatever data, therefore, we may publish from time to time is furnished only to enlighten our readers, and not to criticize our employers.

I. B. T.

Carloadings on the American Railroads are now exceeding highest war-time figures. Yet during the first six months of this year the GM&O lost $131,000 while the Alton Railroad's deficit was $1,994,000. They both had a profit for the same period last year.

Of the total of 1,760,000 freight cars of all kinds available in this country, more than 300,000 have passed the point at which they normally would have been retired. There are some 21,000 fewer box cars in service now than in April, 1945.

During all of the war years the percentage of box cars on line awaiting repairs was less than 3 percent. Today this has increased to 4.4 percent.

The general Saturday closing of industries is causing a loss of thousands of car-days because inbound freight not unloaded on these days is creating a backlog which cannot be worked off until well into the middle of the following week.

The requirement to move the wheat crop in the Northwest, Southwest, West and Central regions is 1,000 cars per day.

Because of shortage of materials, such as steel and lumber, not enough new cars are being built to maintain replacement for those going out of service because of over age and heavy war usage.

The GM&O owns almost its proportionate part of the national car ownership and under ordinary conditions can adequately serve its patrons.

The situation of the Alton Railroad, however, is quite different. Its car ownership is far short of its normal needs, and there is probably not another line in the country its size which has suffered more from the equipment shortage.

As far back as 1911 the Alton owned 11,822 freight cars of all kinds. In 1919 (after the last war) it owned 13,388, and in 1929 it owned 13,066.

Today its ownership has dwindled to a meager 4,317 and some 700 or 800 of these are ready for retirement.

We would like to have the employees and patrons of the Alton know that we are doing everything possible to alleviate the critical shortage. We have for some months had on order 1,150 new cars on which delivery will begin in November, and negotiations are underway to provide 1,500 more on which delivery should start early next year.

While these orders will not bring the ownership anywhere near the number of cars owned in the earlier days, they will bring the present hauling capacity up to a comparable point. Increased size and efficiency make fewer cars necessary.

In the meantime, we are asking shippers and receivers throughout the territory to cooperate at every possible turn. While the tariffs provide so much free time for loading and unloading, a shipper who releases a car in one day instead of two affords another shipper a car day which otherwise would be lost.

I. C. C. OFFICIALS VIEW DOCKS

In Mobile for a tour of inspection of Gulf Transport facilities and those of other motor carriers, W. Y. Blanning and James D. Johnson of the Interstate Commerce Commission took time out to view the modern installations of Alabama's State-owned Docks.

Mr. Blanning (fifth from left) is Director of the Bureau of Motor Carriers, Washington, D. C., and Mr. Johnson, (third from left) is District Supervisor, Birmingham, Ala. With them in the picture are from left to right: P. F. Osborn, GM&O Attorney; W. F. Wooldridge, Abb's Transfer and Storage Service; Mr. Johnson; J. I. Gillikin, Manager Merchandise Traffic, GM&O, and Freight Traffic Manager, Gulf Transport Company; Mr. Blanning; J. N. Ogden, General Attorney, GM&O, and P. E. Geil, Vice-President-Traffic, Gulf Transport Company.
GOOD WILL MOST VALUED ASSET

Mr. R. A. Pearce,

Members of our organization use the Alton rather frequently on trips to our Dallas office, and we have found the service very good. I have always been particularly impressed with the courteous service which I have observed the nurses giving to travelers who need such assistance.

Yesterday I had my first experience of how helpful a young lady in this capacity can be. Two of my young grandchildren came into St. Louis over the Missouri Pacific Lines, and changed to your Abe Lincoln train. The nurse, whom I later found to be Miss Holmquist, was certainly on the job. She kept a close check on these young passengers and saw that they had a very pleasant and comfortable trip.

She not only arranged to have the porter carry their baggage and saw that the children reached me safely, but at the same time she was escorting a blind lady to the station.

I want to express my personal appreciation of the fine service rendered by Miss Holmquist.

Yours very truly,
Walter E. Smith, Pres.,
Rogers and Smith Advertising,
Chicago, Ill.

SECOND ENGINEER OF TWIN TEAM RETIRES

The second engineer of a twin team which has been running locomotives on the GM&O for almost 44 years, retired at Jackson, Tennessee on August 1st.

The engineer was John Chester Gregory, who piloted the New Orleans Rebel into Jackson Southbound on the night of July 12th, for his last run before joining twin Brother C. S. Gregory who left the active roster in 1939. Both are well known on the Railroad and C. S. Gregory, Jr., is a Commercial Agent at Montgomery.

John Gregory says he plans to live at Columbus, Ky., where he will “farm a little; buy a few cattle and fish and hunt some.” Born 73 years ago, his first job was in the GM&O shops at Jackson, leaving the next year to “fire” in train service. He was promoted to engineer in October 1902, and has been “running” since that date. For a while he “pulled” the Cairo local, but has been on The Rebel since 1939, losing only four trips during the war period.

His associates hope he will find time to pay them a visit whenever he gets “on the line.”

DIESEL LOCOMOTIVE 710 ON ALTON...

When the above picture was made Locomotive 710 was just pulling out from American Locomotive's Schenectady, New York plant. Now she’s in service on The Alton Railroad. The view shows part of the D. & H.'s yard at Schenectady.

While not a new innovation, note the horns atop the motor. One points to the rear of the train so that trainmen in the caboose or the flagman behind, can hear whistle signals clearly.

Mechanical Engineer King had quite an experience in Schenectady recently when he piloted a steam locomotive designed for operation from the left hand side, instead of the conventional right-hand drive. The engine is going to France.

HER DAD G. T. MAN

Little Kay Bachar is an accomplished dancer and was featured in a recent recital at Mobile.

Her father is Henry Bachar, one of the sparkplugs of Gulf Transport Passenger Traffic Department. He’s been pretty busy lately working with various Tour Agencies. G. T. handles tourists on sight-seeing trips in the Gulf Coast area and trips have been averaging one a week. Henry knows his history book.

MAKES TELEVISION HISTORY

General Agent F. S. Dean has been a proud booster of Jackson, Mississippi for a long time. He never misses a chance to sell this fast growing metropolis at home and afield, although all GM&O folks have been aware of the importance of the Mississippi State Capital as an industrial and commercial distribution hub for many years.

Latest Jackson First to come from Floyd is that Jackson may soon become the television cross roads of the Nation. Quoting Bell Telephone Engineers, our enthusiastic Agent says that his City is the only point in the United States where two continental co-axial cables will cross. Being laid from East to West and from North to South to ultimately broadcast television, the cables cross at Jackson.
DECORATES PASSENGER WINDOW

Jim Stevenson who joined our Passenger Department recently as Division man at Montgomery, had a GM&O window on one of the prominent streets of the Capital City last week.

Working in conjunction with the London Luggage Shop he had pictures of The Rebel and other GM&O sales material on display.

TOP LEFT—The five-story building will have the Commissary and the Commissary office on the ground floor, also the entrance to the Storage Department. The second floor will house the offices of the Superintendent of Dining Cars; a new general stationery Storage Department and Mechanical Department offices. The Third, Fourth and Fifth floors will be for Mechanical Stores.

BOTTOM LEFT—Office of Dining Car Superintendent Breghger. In the photo are Fred Hahn, P. Krug, Mrs. Patricia Murry and Miss Maxine King.

EMPLOYMENT

In an informal meeting with a group of employees recently, Mr. Tigrett made the following statement:

"In all my business life I have attained no privilege that gave greater satisfaction than that of furnishing useful employment to men and women so that they might earn an independent livelihood.

Therefore, when our Company finds it necessary to curtail jobs I am troubled."
NEW STOREHOUSE FOR RAILROAD AT ST. LOUIS...

The Purchase and Stores Department, headed by Vice-President H. E. Warren, is putting completing touches to the modernization of a new Supply Depot at St. Louis. Located near Union Station and adjacent to G&M and Alton passenger train service facilities, the new Storehouse will cater to the needs of this branch of our Railroad, although other Mechanical Department items, particularly Diesel locomotive replacements will be carried in stock there, too.

Main emphasis is on stock for the Dining Car Department and a majority of the ground floor will house these stores which are delivered direct to train-side by tractor-trailers.

The pictures on the accompanying page tell the story.
BE SAFE

BETWEEN 80 and 90 PER CENT of ALL INDUSTRIAL ACCIDENTS ARE CAUSED BY unsafe practices, while unsafe conditions are responsible for only ten to 20 per cent, according to the Encyclopaedia Britannica. Estimates show that 16,000 to 19,000 persons are killed each year as a result of occupational accidents.

FIRST NUMBERED PATENT WAS FOR LOCOMOTIVE

110 years ago the United States issued its first numbered patent, and it was for a locomotive, according to the Association of American Railroads.

The patent was “designed to give a multiplied tractive power to the locomotive and to prevent the evil of the sliding of the wheels.”
ATTRACTION ALTON GIRLS CHECK-UP ON MOBILE...

These five attractive Alton Accounting Department girls decided to use their vacations to do a little checking-up on Mobile and the Gulf, Mobile and Ohio Railroad.

In the City for two and one-half days, they saw all the sites. They were enthusiastic about Mobile’s old colonial homes, the friendliness of its people and the new air-conditioned General Offices. Chief dislike, Mobile’s unusually bad weather which set an all-time rainy record during their stay.

In the picture from left to right: Ardille Rapp, Gertrude Horwick, Kay Miller, Lorraine Jones and Margaret Langel.

HOSTESS HOLMOIST IS COMMENDED FOR HELPFULNESS

Dear Sir:

Mrs. Jacobs and self took a trip on your Road last Saturday night going to Mobile, and we both want to commend you and your Company for having such a wonderful train, and your Dining Room service is of the best, as your Steward Mr. Budde is one fine fellow, very pleasant and very courteous to every one as we were on the train going South and the same train coming back.

Your Hostess, Miss Beykin is a fine, high class Hostess.

Wishing you and your Company the best of luck always. Good health to all.

Yours,

Dr. and Mrs. Gustave E. Jacobs,
St. Louis, Missouri.

WRITES ABOUT REBEL RIDE

Attorney Casper C. Phillips, who also writes a Sunday column for the Meridian Star, featured a recent trip to Chicago via Rebel and Abraham Lincoln in his recent Roundhouse Rounds. The columnists praised the service and particularly the courtesy of all employees.

TWIN GRANDSONS OF CORINTH CASHIER

Cliff Garrard of the Jackson, Tennessee office was in Corinth the other day and sent us this picture of the twin grandsons of Cashier M. S. Slaughter of the Corinth Agency. The boys are seven months old, with Richard Hewlette on the left and Ronnie on the right.

Grandfather Slaughter, who has been with the Railroad for 35 years, is justly proud of the two fine boys.

1,096,000 PEOPLE A DAY
TO SEE REBEL ON TIMES SQUARE...

1,096,000 people come into Times Square, New York every day and soon this vast audience will see a replica of The Rebel, (built one-third its natural size and large enough for a man to sit in the cab) as they hustle and bustle along Broadway.

The Rebel, along with thirty-five other crack passenger trains has been chosen by Anheuser-Busch, as the feature of their new electric spectacular atop Toftenetti’s Restaurant on the Southeast corner of 43rd Street—most heavily travelled block on the Great White Way.

Our streamliner will be featured on the giant sign (75 x 100 feet, weight 600 tons) for a full month. Through an ingenious lighting arrangement it will race across the country, disappear into a tunnel and re-appear on the other side. The reproduction will be accurate in every detail and the trains feature the advertisement which proclaims in lights, “Budweiser Preferred... Wherever You Go.”

The largest such sign on Broadway today, is has the following characteristics:

Contains 2,500 feet of fluorescent tubing and 7,500 lamps.
Electricity used would meet lighting needs of a city of 10,000 population.
Canvases and mountains, sculptured on five planes of depth, consumed 35 tons of material and the letter “B” alone weighs more than 3,000 pounds.
More than 100 technicians, representing numerous arts, trades and professions had a hand in the construction which took eight months.
Costs less than one-twentieth of a cent per message per person.

The sign is the idea of George F. Tilton, Director of Advertising and Market Research for Anheuser-Busch.

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HERE AND THERE...

Mobile Ala.—Henry Bachar of Gulf Transport Passenger Department isn’t accepting any more bets on the correctness of his Railroad watch. “She done him wrong” and until he gets checked and double-checked after an unexpected main-spring quirk, he’s keeping silent.

Washington, D. C.—Executive General Agent Roy Lapp is still contesting a recent golf game in which American Car and Foundry’s Art Wood failed to pull the pin on a sure 40-foot putt by Roy’s partner, G. L. Galbrieison, also of ACF. The ball tapped the pin and bounced one-inch from the hole.

Adelaide, South Australia.—Who has a uniform button they’ll send Mail Room Employee N. K. French of the South Australian Railways, Box 1404, G. G. P. O.? He has a collection from systems all over the world.

Portland, Oregon — “Duke” Earl Gostlee, widely traveled Freight Traffic Manager, writes that he’ll be back in Mobile the latter part of the month after a lengthy business stay on the West Coast.

Kansas City, Mo.—A letter addressed to H. W. Bell, Kansas City, Mo., finally was delivered although it went to Herbert W. Bell, in Albuquerque, New Mexico first. Herb is Kansas City District Freight Traffic Manager and he’s still wondering how Herbert Bell in Albuquerque knew his address which he placed on another envelope enclosing the original miss-sent epistle.

Aboard the Rebel—S. A. Cooper, Civil Engineer, is back on the job after a short vacation spent in pursuit of the big fish as a participant in the Alabama Deep Sea Fishing Rodeo. “Coop” caught three bonita trolling from a sailing schooner, but none were prize winners. Top catches were three tarpon.

St. Louis—Charlie Haustein, originator of the wings in our emblem and a crack draftsman in the Engineering Department, has returned home to Mobile after an operation at Missouri Pacific Hospital. He’s doing fine and says it makes him mighty proud to see the wings he designed on train and Gulf Transport equipment all over the line. Eight pounds heavier, he enjoyed the first rest he’s had in years.

Mobile, Ala.—L. C. Bryan, Rate Department, is quite an aviation enthusiast. Having always wanted to fly and with his family grown now, he is preparing to take lessons. He’s had a number of hops and is well known around the local field.

(Continued on Page 8)

IT’S ALWAYS TIME TO TALK PASSENGER BUSINESS

It’s always the right TIME to talk about GM&O’s Mobile-Chicago passenger service. R. A. Pearce, Passenger Traffic Manager and A. L. Jackson, General Passenger Agent, say.

The big clock is quite an Alton fixture. When the down-town ticket offices were re-done for the St. Louis World’s Fair, the clock was the center of the design. Since that time it has been in various ticket office locations of The Alton in St. Louis.

PUBLIC APPRECIATES COURTEOUS SERVICE

Mr. P. E. Gelb:
I completed today a trip from St. Louis to Montgomery via GM&O. It was my first experience on your road.

I traveled in Car 3 of the Gulf Coast Rebel, leaving St. Louis at 6:05 PM Wed. eve.

As a member of the traveling public I want you to know that I appreciated the courteous service so willingly performed by your employees. I am sure that all are as good as on this particular train you have every right to publicize this service.

The hostess—I believe her name was Boykin—was not only a charming and agreeable person with a winning personality but a capable, efficient young lady.

Were I to find any fault I might say that in some sections the road-bed was not as smooth as some lines I ride.

The dining room service was excellent and the cuisine unexcelled.

I personally commended the employees but thought that you, too, might like to know that the public appreciates this service, although I presume too few of us take the time to express it.

Please be assured that if the opportunity ever presents itself again to travel by rail in this section I shall avail myself of the chance.

J. L. Amsbaugh, Emergency Farm Labor Columbus 10, Ohio.

MOST VALUED ASSET

The following is from the back of our new Dining Car Menus.

Good equipment and good tracks are of course essential to the operation of a railroad. But they alone do not make a good railroad. Neither does just plain service.

The GM&O takes special pride in the goodwill and public esteem with which it is favored. They are, in fact, its most valued assets—assets which, in addition to its physical properties, make it what we hope is a good railroad.

I. B. Tigrett, President.
Division Freight Traffic Manager Leslie Farrell is proud of his new GM&O sign on the side of the Freight Office at Meridian. A neon display, the sign can be seen from the heavily traveled Highway 45 and by passengers on GM&O Southern and I. C. trains. The location is also an important spot from a standpoint of local traffic as many Meridian residents use this street.

The building on which the sign stands is Agent Frank McKee’s Freight Station office downstairs with the freight depot in the rear, while upstairs General Superintendent Bridges, Chief Dispatcher Wilson and other Operating Offices are located.

TRAIN NAME DISTINCTIVE IN RAIL HISTORY...

Freeman H. Hubbard, Author of the book Railroad Avenue, writes in Railroad Magazine that hundreds of the 750-old named passenger trains now operating in North America, bear geographic names and hundreds of others—men, birds, trees, or flowers, even an insect; but a checkup of the entire list reveals the names of only two women, Pocahontas and Ann Rutledge.

(Alton Railroad.)

After discussing the Pocahontas he says: “The only other current train named for a woman is The Ann Rutledge, which, when placed in service July 26th, 1936, was the swiftest of all Chicago-St. Louis steam runs. Miss Rutledge is known to history for her tragic romance with Abraham Lincoln, which began in 1832 when Abe was boarding at a tavern kept by her father in New Salem, Ill. The future President was then twenty-three—a gaunt, sinewy, ambitious. Ann was a winsome lass of nineteen. They planned to marry in 1836, as soon as Abe finished his law studies, and live at Springfield, Ill.; but in 1835 Anna died from an epidemic. Her death filled Lincoln with intense sadness that darkened the rest of his life.

“When the Alton was putting on a new limited that was to pass through Springfield, where the Rail-Splitter is sleeping out eternity, and run opposite the train Abraham Lincoln, they called it The Ann Rutledge and had it christened by a pretty girl with the same name, a great-grand-niece of the New Salem belle.

“The original schedule for these trains was four hours and fifty-five minutes for the 282-mile run, an average of 57.8 miles per hour. The Ann Rutledge had eight cars of Corten steel, beautifully styled, chocolate brown and red, built by American Car & Foundry, and a steam locomotive; but during the war the number of coaches was increased and the steam engine was displaced by a Electro-Motive Diesel. In fact, ten of the Alton’s twelve Chicago-St. Louis passenger runs have been Dieselized.

*Now five hours and ten minutes (North).