RECORD VOTE APPROVES ALTON PLAN; CHICAGO HEARING ON OCT. 15th

In what is believed to have been the largest favorable vote ever cast for a Commission-approved railroad reorganization plan, three classes of Alton stockholders and creditors unanimously approved the plan and the fourth class to whom it was submitted approved it by a vote of 99.87%. The Commission certified the result of the balloting to the Federal Court in Chicago, and hearing before this Court on confirmation of the Plan will be held on October 15.

Earlier in the proceedings G M & O stockholders were polled on certain phases of the Plan, and they likewise indicated their overwhelming support by a vote of 99.82% of those voting.

I.C.C. PRACTITIONERS ELECT Y. D. LOTT VICE-PRESIDENT

General Attorney Y. D. Lott of Mobile has been named a Regional Vice-President of the Association of Interstate Commerce Commission Practitioners. Over 3,500 attorneys and professional men who are licensed to practice before the Commission are members and Mr. Lott’s election as one of the officers of the Association was made at a recent convention in New York.

MISS MARY McHUGH FIRST ALTON HOSTESS TO RUN ON REBELS

From Press Register, Mobile

A 23-year-old train stewardess-nurse on the Alton, soon to be acquired by the Gulf, Mobile & Ohio—thinks the anchor state of the old Confederacy is a bit of all right. Mary McHugh, graduate of St. Francis School in LaCrosse, Wis., and a resident of Farmington, Minn., was the first hostess of the Alton to make the full run from Illinois to Mobile. Incidentally it was her first trip to the deep South.

(Continued on Page 2)
FRONT 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 employees.

I. B. T.

(From TIME MAGAZINE)

"PROFITS  
The Importance of How Much"

"How much does the boss make? To the boss, that has long been an understandably important question. But in the postwar fight over wages, another important question has bobbed up: how much do the workers think the boss (i.e., the "proprietors", the managers, and the stockholders) makes?"

"To find the answer, the Los Angeles Merchants and Manufacturers Association recently hired a professional pollster to ask a cross-section of Los Angeles residents. Of some 1,000 who were interviewed, more than half thought the employers must get around 50c out of every incoming dollar. Almost a third thought they got upwards of 75c. Barely one tenth of them were reasonably close to the nationwide average: 91/2c out of every dollar (according to the latest figures—September 1945—of the Department of Commerce)."

Of each dollar taken in on the GM&O and the Alton Railroads in recent years, here is what was actually paid to the owners, or stockholders, compared with what was paid to the employees:

<table>
<thead>
<tr>
<th>Year</th>
<th>GM&amp;O Employees</th>
<th>GM&amp;O Stockholders*</th>
<th>Alton Employees</th>
<th>Alton Stockholders</th>
</tr>
</thead>
<tbody>
<tr>
<td>1941</td>
<td>39.42 cents</td>
<td>2.81 cents</td>
<td>46.67 cents</td>
<td>Nothing</td>
</tr>
<tr>
<td>1942</td>
<td>36.84 cents</td>
<td>2.03 cents</td>
<td>41.31 cents</td>
<td>Nothing</td>
</tr>
<tr>
<td>1943</td>
<td>34.35 cents</td>
<td>3.54 cents</td>
<td>39.96 cents</td>
<td>Nothing</td>
</tr>
<tr>
<td>1944</td>
<td>39.44 cents</td>
<td>3.54 cents</td>
<td>45.90 cents</td>
<td>Nothing</td>
</tr>
<tr>
<td>1945</td>
<td>38.18 cents</td>
<td>3.50 cents</td>
<td>47.56 cents</td>
<td>Nothing</td>
</tr>
<tr>
<td>1946</td>
<td>52.70 cents</td>
<td>Nothing</td>
<td>63.01 cents</td>
<td>Nothing</td>
</tr>
</tbody>
</table>

*All payments to preferred stockholders. Nothing to common stockholders.

With six per cent of the population and six per cent of the land area of the world, we have in the United States twenty-nine per cent of the world's railroad mileage.

We enjoy a higher degree of efficiency, better equipment and better service than any other country, and our railroad employees make more money than any other group of railroad workers.

Still, on the basis of the last figures available (which are for the years just prior to the war), a shipper in this country paid less for railroad transportation than in any country in the world except Japan where labor was plentiful at slave wages. The charge on our railways is a little less than one cent to haul one ton of freight one mile.

Most of the railways outside of the United States are Government operated. Many of them are not self-sustaining but require Government subsidy. Our privately owned and operated railroads not only pay their own way but they contribute substantially to the support of our Government. They paid, for instance, in taxes of all forms in 1945 the tidy sum of eight hundred twenty-five million dollars.

MISS MARY McHUGH  
(Continued from Page 1)

"I like it here," she said, "The people are friendly and the climate is so mild. Sometimes it gets a little warm, but it also gets warm in my native state. People are very appreciative of my efforts to make them comfortable."

Registered Nurse

Miss McHugh, a smallish sized brunette with a merry twinkle in her eye, is a combination nurse and hostess. She is a registered nurse and her greatest care on a train are children. "They are inquisitive, they want to see what is going on and the strain of travel makes them restless," she said.

"Since I have been working for the railroad I have seen everything from baby births to death. The baby wasn't born on my train, but I had to take care of it later on a transfer run."

Passenger Rejected

The only passenger the GM&O ever turned down was a five day old baby whose mother attached his feeding hours and milk formula to his traveling crib and wanted to send him to his father at a station farther up the road.

The GM&O 11 years ago, was the first railroad to employ hostesses and at present 11 are installed on trains. Mrs. Vera Elvert, superintendent of Hostess Service, who accompanied the Alton Hostess on her initial trip to Mobile, said that four were from the North and seven from the South and that they represented seven states. The states were Nebraska, Minnesota, Pennsylvania, Illinois, Missouri, Tennessee, Mississippi and Alabama.

$2,000,000 ALTON  
FLOUR MILL

Construction of a new flour mill of the Russell-Miller Milling Co. at Alton will be completed by next Jan. 1 and machinery installed by next summer, it was announced recently by H. F. Mulroy, executive vice president of the firm.

The new structure, which will have an operating capacity of 10,000 hundredweights daily, is being built at a cost of about $2,000,000, Mulroy said. It will replace a mill destroyed by fire last March 16 and will contain facilities for a modern packaging plant.

The mill is located on the "Joint Levee Track" operated by the Alton.
STOREKEEPER WILLIAMS RETIRES AFTER 48½ YEARS OF RAILROAD SERVICE

District Storekeeper C. R. Williams of Meridian, Mississippi retired on Oct. 1st, after 48½ years of Railroad service, 37½ of them with the Gulf, Mobile and Ohio.

The well known Stores Department worker, in a letter to Vice-President H. E. Warren, Purchases and Stores, said that he felt it necessary to retire because of his health, but that he would "always keep a keen interest in the welfare of the Company and will always feel that I am a part of it."

All but 8½ years of Mr. Williams career was spent in the Stores Department, his first railroad jobs being that of telegraph operator-agent. "I realize that any success that I have had, has been due greatly to the loyal cooperation and support of my fellow workers," Mr. Williams told Mr. Warren and said that "I now wish to thank you, and through you to thank all of the employees under your jurisdiction, for this loyal cooperation and support."

In closing Mr. Williams expressed the wish that "the good old GM&O continue to prosper and expand until it becomes one of the greatest trunk lines of this nation."

The News, on behalf of Mr. Williams' many friends, extends best wishes and many happy hours to him during his retirement and urges that he pay us frequent visits and give us the benefit of his long experience in the Stores Department.

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JIM STEVENSON ARRANGES ATTRACTIVE DISPLAY IN MONTGOMERY LUGGAGE SHOP

Jim Stevenson, who represents the Passenger Department in the Montgomery-Tuscaloosa area arranged for an attractive Gulf, Mobile and Ohio display in the window of one of the State Capital's leading luggage shops.

For almost three weeks passers-by on this busy down-town street saw the advantages of traveling by GM&O. The London Luggage Shop permitted Mr. Stevenson to arrange the display which included a map of GM&O-Alton, Rebel and freight train pictures, time cards and the National Safety Plaque which we won last year. Good work Jim.

HOSTESS HUTCHINSON MAKES PASSENGERS FEEL "AT HOME"

Mr. Franz Wallick of the Millers Mutual Fire Association of Illinois, Galesburg, Illinois, wrote Mr. R. A. Pearre, Passenger Traffic Manager, recently:

"I rode your train from Alton to Springfield on September 13, leaving Alton at 5:10. On that train you had a stewardess by the name of Miss Hutchinson.

"I know the stewardesses are very friendly and do their work well, but I thought you would like to know that this young lady was the best that I have ever seen. She didn't say half a dozen words to me but she did go through the car talking to people, and the remarkable thing to me was that after she had talked to three or four people everybody in the coach seemed to get acquainted with everybody else and you could just feel contentment permeating everybody.

"I enjoyed traveling on your road and it is conditions such as this that make it a very enjoyable affair."

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NEWS STORY REMINDS READER OF INTERESTING PULLMAN EXPERIENCE

4 Wellyn Close, Bronxville, N.Y.

Oct. 4, 1946.

The Rebel Route News
Mobile, Ala.

I am a regular and assiduous reader of the Rebel Route News. It contains many splendid articles, and of interest educationally not only to the railroad employees but to the public generally. In the September number, the article "How's a Guy To Know", reminded me of the time I boarded a B&O night train at Cumberland, Md., many years ago. The Pullman Conductor after taking my ticket took me by the arm and told me to come along if I wanted to see something rare. Opening the curtain of a certain berth wide enough to peak through I beheld a young recruit for the U. S. Navy awaying in the clothes hammock, peacefully sleeping on his way to the Navy Yard in Philadelphia. Apparently he thought any and all hammers were meant for sailors ashore or afloat.

Very truly yours,
William L. Smith.

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MOBILE RECEIPTS DEPT.

Wayne Presley and Verne Denmark recently received their discharges from the U. S. Army and are now back on the jobs.

Presley has been in the Service since March 24, 1943, while Denmark joined up on October 10, 1943.

Miss Marjorie Mattos who has been a member of the Waves since August 19, 1944, has been discharged from the Service, but has decided to make her future home in California.

Miss Fannie Mae Hughes and Clyde E. Smith, both employees of the Receipts Department were married September 18, 1946.

F. N. Johnson,
Auditor Receipts.
REBEL & ABE LINCOLN TO BE FEATURED ON THIS GIANT NEW YORK SIGN

Since we told two issues ago about how The Rebels and The Abraham Lincoln were to be featured on the Budweiser sign along New York's Great White Way, we have received numerous letters asking that we have a picture of the big sign.

At the time the picture was made the Santa Fe was being featured and the two views above show the huge spectacle as it appears in the daytime and at night.

ALTON BRAKEMAN COMMENDED FOR ALERTNESS ON JOB

Alton Brakeman N. L. Rensing of Slater, Mo., has been commended by Superintendent G. C. Brown for his alertness and attention to duty in discovering a broken flange on a freight car being switched in the Slater yards.

Superintendent Brown placed five merit marks on Brakeman Rensing's Personal Record and expressed his appreciation for the discovery which might have caused serious trouble.

HARRY McBROOM PROUD FATHER

Harry McBroom of the Mobile Traffic Department (Rates) announces a new "1946 Model" Robert Francis McBroom, unloading weight with accessories, 7 pounds 9½ ounces.

The proud Designer and Chief Engineer says Model on exhibit at Allen Memorial (temporarily) and permanent exhibit to be 2150 Dauphin Street.
SOME FACTS YOU SHOULD KNOW ABOUT "OLE MAN INFLATION"

This thought-provoking article was printed in pamphlet form and distributed by the Public Relations Department of the Texas and Pacific Railroad.

The invisible hand of Ole Man Inflation is in your pocket, and he's jingling your money.

He takes a 'cut' out of every dollar you make... In addition to that, he has his finger on your SAVINGS and your INSURANCE.

You don't like that—no one does—but you ask 'What can I do about it?'

To answer that question, we must first try to put our finger on the things that cause inflation.

There are a number of inflation-breeding causes... but there's one in particular that you and I, as ordinary average Americans, can do something about.

It's the policy of our Federal Government to spend year after year more money that it takes in... and then borrowing money to make up the difference.

You know what happens when you spend more money than you make... you go in debt.

If you keep on spending more money than you make, you not only go in debt, you get in trouble.

Well, that's exactly what our Federal Government has been doing for nearly fifteen years... That was necessary during the war, but the war is over now, and it's time to start living within our means.

The Government calls this difference between income and outgo a 'deficit', and refers to it as 'deficit-spending'.

But no matter what you call it... it's still a debt... and it doesn't take a genius, or a brain-truster, to tell us that someday we're going to have to pay the Piper for this deficit-spending music.

Every dollar the government borrows must sooner or later be paid back... and it will be paid back with the money that is collected from people like you and me in the form of income and hidden taxes.

Since deficit-spending represents a mortgage on your and my income, and adds fuel to the flame of inflation, we can do ONE thing to help stop it...

WE CAN WRITE OUR REPRESENTATIVES IN CONGRESS AND URG THEM TO CUT THE COST OF GOVERNMENT—TO ELIMINATE WASTE—TO CUT OUT UNNECESSARY SPENDING UNTIL OUR WAR BILLS ARE PAID.

CAR INSPECTOR'S OFFICE
AT ISELIN YARDS

Car Inspector Roseoe Thomas has an attractive flower garden around his office at Iselin. During off hours he tends them enough to have blossoms practically all year.

BE SAFE ALWAYS
GM&O POINTS OF INTEREST IN DOWNTOWN ST. LOUIS

If you've wondered about how GM&O gets in and out of St. Louis the above air view of the downtown section should be interesting. No. 1 (lettered on the photo) shows the extensive train shed of the Union Station, with the tracks entering from behind. No. 2 shows the GM&O and Alton coach yard where trains are cleaned and repairs made.

No. 3 shows the approximate location of our offices. Here is located Vice President S. A. Dobbs, The Freight Traffic and Passenger Departments, The Industrial and Hostess Departments. No. 4 shows Eads Bridge over which GM&O trains enter the city from East St. Louis. Alton trains run up the St. Louis side of the river on the high-line, crossing farther up the river. No. 5 shows the location of our old Trendley Avenue Station in East St. Louis.

The Rebels come through the tunnel after leaving Eads Bridge. The tunnel goes almost beneath our office building (marked 3).

The bottom view shows St. Louis Union Station looking down-town or towards the river.
SOYBEANS—AN IMPORTANT SOURCE OF TRAFFIC 
AND FARM INCOME ON THE ALTON & GM&O RAILROADS

BY A. F. STEVENS
Alton Agricultural and Livestock Agent

Illinois farmers pioneered the production of soybeans for grain and this year will harvest forty per cent of the nation’s crop of 183,393.00 bushels. Soybeans are rapidly growing in importance as a cash grain crop on Missouri farms, due primarily to the program conducted by The Alton in its Missouri territory.

ecreased their yields per acre by an average of nine bushels through the use of limestone and fertilizer.

The production of soybeans is now well established as a profitable source of farm income in The Alton’s Missouri territory. The average yields per acre have been increased from eleven

The Missouri Soybean Production Program has been conducted since 1932 by The Alton in cooperation with the Missouri Agricultural Extension Service and farmers in counties served by The Alton. Variety tests were conducted in 1932 and 1933 on ten farms to determine the highest yielding yellow seeded varieties, adapted to the territory. The Harbingsoy and Macoupin varieties proved satisfactory, and a carload of seed was distributed in each of the years of 1934, 1935 and 1936 among the farmers in The Alton’s Eastern Missouri territory, at cost. The Chief variety was introduced later and now predominates. The program has directed attention to the relationship of soil fertility to profitable soybean yields the past four years, emphasizing the value of limestone and fertilizer. Cooperating farmers have increased their yields per acre by an average of nine bushels through the use of limestone and fertilizer.

Mr. E. W. Lierheimer is shown in the accompanying photograph standing in a sixty acre field of Macoupin Soybeans that averaged 26 bushels per acre, on his farm near Mexico, Mo. Mr. Leirheimer has been an active leader and cooperator in the program since its beginning. He is one of Missouri’s most successful farmers, and an officer in the Missouri Farmers Association.

MONTGOMERY FORCE PRaised

THE CHICAGO CORPORATION
135 South La Salle Street
CHICAGO 3, ILLINOIS
September 13, 1946.

Dear Mr. Tigrett:

I am writing to you to tell you of my experience with some of the employees of the Gulf, Mobile and Ohio Railroad. Last Wednesday in Montgomery, Alabama, I called the railroad’s traffic office as I was unable to find a ticket agency listed in the phone book. I explained to the lady who answered the phone, Mrs. Eloise Martin, that I was desirous of obtaining space to Chicago, but couldn’t find the proper telephone number to call. This lady immediately went out of her way to obtain space for me on the afternoon train and told me that she would, at night, try to obtain a seat on The Alton Railroad into Chicago for me.

During the past war years I have tried to make reservations over many different railroad lines and I have never had the courteous treatment which was extended to me by Mrs. Martin before. It was a new experience for me and certainly made me think more highly of your railroad.

About fifteen minutes after I talked with Mrs. Martin the traffic manager, Mr. James Stevenson, called me and confirmed my space and also stated a wire had been sent to St. Louis and that he hoped I would have an enjoyable ride on the train. When I arrived at the station to board the Rebel Mr. Stevenson was there and was very solicitous about all the passengers on board the train. Every employee that I met on the train had the same courteous nature and made me feel more like riding on your railroad than using the airplanes.

Yours very truly,
John R. Effinger.

JOHNSON MADE DIRECTOR CHAMBER OF COMMERCE

Executive General Agent Fred Johnson of Jackson, Mississippi has been elected to the Board of Directors of the Jackson Chamber of Commerce, F. M. Sublette, Division Freight Traffic Manager writes.
RAILROAD DOLLAR BUYING THIRD LESS THAN IN 1939

The following is from a recent address by Robert S. Henry, Assistant to President, Association American Railroads. Financial prospects of the railroads are a major factor in maintaining the adequacy of transportation in the future. Since the beginning of the war the railroad dollar has shrunk in purchasing power until it has lost a good one-third of its value. In 1939, a dollar would pay for 81 minutes of work in the average railroad employment, at average straight-time rates of pay. Since May, 1946, the same dollar will pay for only 54 minutes of work. In 1939, two dollars would buy a ton of coal. Now it takes more than $3.25. Cross ties, which cost less than 75 cents each in 1939, cost more than twice that now. Steel rail that was $40 a ton then is $49 now. Even wiping waste, which was a nickel a pound then, is now more than a dime a pound. And taking the average of all the things that railroads buy and use, today's dollar will buy at least one-third less than did the dollar of 1939.

VICE-PRESIDENT WHITE TALKS BEFORE TWO ROTARY CLUBS

Vice-President Culver White (Finance) addressed two Rotary Club audiences in our territory recently. His first speech was made before the civic club at Bloomington, Illinois, large Alton Accounting and Shop center, and the latter one at Humboldt, Tennessee, important West-Tennessee Line-town.

Mr. White traced the financial growth of GM&O from a small 49-mile railroad to its present prominence as one of the Nation's trunk line systems and said that the railroad is like a large family operating on a co-operative basis.

He called attention to the Railroad's Industrial Program which has seen more than 100 new industries located in cities large and small along the line.

RED CROSS DIRECTOR PRAISES BUS SERVICE

Director Ray Schlotterbeck of the American Red Cross (First Aid, Water Safety and Accident Prevention Service) writes Vice-President P. E. Geil of

MOBILE GULF TRANSPORT TEAM WINS SOFTBALL TOURNAMENT IN CITY

From left to right, top row: George Kountz, Sr. (Coach); L. V. Williams, catcher; Joe Jordan, First Base; Jack Bernard, Outfielder; George Kountz, Jr., Outfielder; Billy Kountz, Outfielder; Dan DuBoise, Supt. Operations Gulf Transport.

Bottom row: Ray Bouterie, utility outfielder; Underwood Lott, second base; Douglas Kountz, bat boy; David Scroggins, pitcher; T. Scroggins, bat boy; W. C. Miller, third base; Frank Kercher, short-stop and L. J. Wacker, Manager.

Right, Pitcher David Scroggins in action.

SCROGGINS PITCHES SEVEN WINS OUT OF EIGHT GAMES TO GIVE TEAM CITY TROPHY

Behind the fine pitching of David Scroggins, who works in the mechanical department of Gulf Transport at Mobile, the softball team of our highway subsidiary won the Mobile City Softball Tournament last week.

Already winners of the Commercial League for the season, the team won seven and lost only one in tournament competition to take the cup. Scroggins pitched all eight games and won seven straight. In the majority of the games he opposed pitcher Don Stainbrook of the Tampa Nuggets, who went high in National Softball competition in 1942 and to the finals in the State Tournament this year. Gulf Transport's Scroggins allowed only ten runs in 58 innings, giving up only 38 hits.

The entire team played championship ball and earned the medals presented them.

Gulf Transport (Traffic) with regard to a recent movement via GM&O's Highway subsidiary.

As you know, the Gulf Transport Company furnished chartered bus service for a group of Red Cross Field representatives from Mobile, Alabama to Wakulla Springs, Florida. I should like to take this opportunity of passing on a word of commendation for Mr. E. B. Helmsing, passenger traffic representative, and operator Mr. Alvin Knight as well as to the entire traffic department. It is a pleasure to deal with a company whose employees extend such courtesies, and I wish to assure you that we were entirely satisfied with the service.
MILL EXECUTIVE APPRECIATES EFFORTS OF PASSENGER OFFICE

Vice-President L. G. Glazier of the Boston office of Hollingsworth and Whitney Company has written our Passenger Department at Mobile thanking it for “courteous co-operation in obtaining accommodations on The Rebel from time to time on trips between Mobile and Boston by way of St. Louis.”

Tom Cumberland, Mobile Division Passenger Agent, and Roy Fisher, Passenger Traffic Representative at St. Louis, teamed together to handle the most recent movement of the Hollingsworth and Whitney party.

In expressing his appreciation of the prompt manner in which reservations were handled, Mr. Glazier said that he regretted that “the demands of business have often made it impossible to give more notice.” Hollingsworth and Whitney has a large mill located at Mobile.

CAMERA HIGHLIGHTS

Louisiana, Mo., where The Alton western division crosses the Mississippi River. Note the Motor Train standing at the station. Kansas City-Chicago Motor Trains meet here daily.

And below: Agent W. A. Monroe and Operator-Clerk R. B. Clawson have been working together at Louisiana for the past 38 years.

E. L. Naylor (right) Chief Clerk in the Industrial Department at Mobile spent his vacation fishing and squirrel hunting in Southern Illinois. In the picture with him are his daughter, Edwina Naylor and Bill White.

Car Repairer H. D. Granquest, Frascati Shops, Mobile is a farmer when the Railroad job is done and he says that he used “my good money earned from this job to purchase two fine horses for farming and pleasure.”

MEET MISS MONTGOMERY

While not a newcomer to the Railroad, Miss Virginia Montgomery is the latest hostess to be added to our staff and we take this means of introducing her to you. The News has been trying since April, when she made her first run, to get a photograph of the attractive young lady.

As her home is in Jackson, Mississippi, Miss Montgomery has been running on the New Orleans Rebels, between Jackson and the Crescent City until just recently when she transferred her headquarters to St. Louis.

Miss Montgomery lived in Canada for some time and went two years to Alma College, St. Thomas, Ontario, finishing her education at Millsaps College in Jackson.

Send Your Suggestions About Passenger Service

The passenger service of a railroad has often been called its show window, or its advertising. It is only natural that the general public judge us through the medium with which they are most familiar, although we operate only a small number of passenger trains as compared to freight trains.

With this in view, we must all be ever alert to improve our passenger service and to serve our patrons to the best of our ability.

If you have suggestions to make about our passenger service they will be welcomed. Address your suggestions to the President’s office.

TIMBER IS PLENTIFUL IN MISSISSIPPI

Forests and timberlands cover 16,500,000 acres, or 54 per cent of the total area of Mississippi.

Mississippi ranks third in the South in timber production, with more acres devoted to forests than the total area of New Hampshire, Vermont and Massachusetts. She is the second largest hardwood producing state in the South.