$2.50 Dividend Declared
On GM&O Preferred Stock

A $2.50 dividend on preferred stock was declared by Directors of the Gulf, Mobile and Ohio Railroad last month at a meeting held in the Company’s offices in St. Louis. The dividend is payable on October 21 to stockholders of record October 1. Provision was made for payment on April 1, 1948 of interest at full rate on Series A and Series B General Mortgage Income Bonds.

With reference to a previously proposed consolidation between the St. Louis and San Francisco Railroad and the GM&O, President Tigrett said, “No further negotiations or joint studies have been undertaken since the Directors of the Frisco announced that they were postponing any action on the merger of the two properties.”

Operating Department Lists
Recent Personnel Changes

Four changes in operating personnel have been announced effective October 1. Superintendent J. R. Conerly has been transferred to Slater, Mo., and Superintendent J. C. Miller, formerly Trainmaster at Cairo, will replace Mr. Conerly at Murphysboro, Ill. G. N. Fischer has been appointed Terminal Trainmaster at Tolson, Ill.

Mr. Conerly, who has been with the GM&O since 1918, succeeds Superintendent Brown, who is retiring after 45 years of service. Mr. Conerly began his railroad career as a brakeman on the NOO&N (now a part of the GM&O system) and was promoted to conductor in 1937. He was appointed Superintendent of the Murphysboro district in 1945.

Regarding his transfer, the Murphysboro INDEPENDENT said:

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GM&O Streamliners Being Modernized
In Widespread Beauty and Comfort Program

Some months ago a general modernization program of passenger car equipment was instituted on the GM&O. The program began with rehabilitation of THE ANN RUTLEDGE and will be completed with THE ALTON LIMITED next June. By that time all of our first-class trains will contain the very latest appointments for the comfort and convenience of passengers.

THE ANN RUTLEDGE was the first of the streamliners to go through the Shops, and the car work is being done by our own employees. Due to the fact that some materials for the work were short, various parts of the equipment are being added from time to time as deliveries are made. For instance, when the “ANNIE” took to the rails fresh in her new exterior dress of red and maroon and completely re-decorated interior, the new seats and baggage racks had not been delivered. These features are now coming in and are being installed on a fast replacement schedule. In fact, the first of the coaches is in THE ANN RUTLEDGE now.

The new seats are the widely discussed Sleepy-Hollows, which were developed following exhaustive tests and polls of railroad travelers. They can be reclined to almost any position, and have adjustable leg and foot rests for

(Continued on Next Page)
**GM&O Streamliners**

(Continued from preceding page)

comfort. These seats will be included in the GM&O feature trains **together with eleven entirely new coaches**. These new coaches have been dedicated to the lady travelers on our Line and will have attractive Powder Rooms in addition to regular rest room features.

Also included in the modernization are the Parlor Cars of the trains, which will contain new Sleepy-Hollow Parlor Car seats and efficient but decorative baggage racks. Four new Parlor Cars are on order, too.

Observation and Club cars of the streamliners already have new Lounge furniture; but in the former, Sleepy-Hollow Parlor Car seats are being added to replace the former chair-car which previously occupied the front-half of the coaches.

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**About the Pictures**

Here's one of the Parlor Cars of the type used on our streamliners. Sleepy Hollow Parlor Car seats will replace these Lounge seats as they are delivered. The Passengers? They're models from the St. Louis Passenger Department. From left to right in the top picture: Division Passenger Agent R. J. Fischer, City Passenger Agent George Gerdes, Superintendent of Hostesses Vera Elvart, Assistant General Passenger Agent Bruce C. Faye, Parlor Car Attendant Robert A. Perkins, Hostess Jewel Kruse, Station Passenger Agent Bob Jennings, General Agent Dan Barnard, Hostess Gene Hannaford, and Hostess Betty Jones.

A typical Club Car. These cars have all been redecorated and have new furniture, carpeting and bar facilities. In this photo Walter Paul Akers and Car-Attendant Granville Adams (see page 7, Col. 3) are serving.

Here's one of our comfortable coaches. Eleven NEW coaches, with special Powder Room features for the Ladies, are to be delivered.

New furniture, just like in your living room at home, adorn these oval-shaped observation cars. The front half of these cars will feature Sleepy-Hollow Parlor Car seats.

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All dining cars have been re-worked to afford a distinctive appearance and to facilitate service. In this connection, the combination Diner-Lounge on THE REBEL between St. Louis and Mobile will be redesigned to afford additional space in the Kitchen section.

Also for THE REBEL are being bought four new Sleeping cars featuring Roomettes and containing open sections and bedrooms, too. These cars will be operated in the "pool" to afford first-class sleeping-car service between Chicago and Mobile.

Two full trains of the "LITTLE" REBELS between St. Louis and New Orleans have returned to the rails after going through the Shops. They have also been completely redecorated, including new carpeting and upholstery and are, as all of the equipment, practically as good as new. The third "LITTLE" REBEL will follow at an early date.

So, all GM&O employees can well brag about their passenger service; and while we haven't cleared with Passenger Traffic Manager Pearce, we know he'll welcome all Alton Route employees soliciting business for his red and maroon GM&O trains.
Board of Directors Names

Eastburn Assistant Treasurer

At the last meeting of the Board of Directors in St. Louis, James R. Eastburn, Mobile, was elected to the position of Assistant Treasurer of the Company.

Mr. Eastburn, a native Mobilian, has been with the Company since 1929, when he came to work as Cash Clerk in the Treasury Department of the old M&O. Since that time he has held almost every position with that department until his recent appointment.

The new Assistant Treasurer is the grandson of the late Conductor J. R. Britian, who served with the GM&N for more than fifty years. Also, his father was for many years Local Freight Agent for the M&O at Mobile.

Mr. Eastburn is married and the father of three children; James, Jr., Aggie June and Early Taylor.

Hostess Appears On Breakfast Club

Tennessee-born Hostess Frances Robbins carried her Southern Drawl to American Broadcasting Company's Breakfast Club last month. Interviewed in the audience by emcee Don McNeil, and later called to the stage for a short skit, she was so impressed with the attractive brunette hostess that he promised to use the Alton Route (and did) for his trip to Springfield.

Mr. Robert and GM&O Recognized

By Federal Agency for Crayfish Control

"In a single night—a warm and rainy—a greedy crayfish colony with thousands of working claws can reach out and snip a tender new crop down to the bare soil." As many as 200,000 of the pests have been counted to an acre of ground.

But this was before Agriculture and Forestry Director S. A. Robert of our railroad argued with the Soil Conservation Service that "someone ought to control these destructive, aquatic land marauders," and launched a vigorous campaign (backed by railroad funds) to find a way of exterminating them.

It was a hard fight at first, but in a recent issue of SOIL CONSERVATION, official organ of the Soil Conservation Service of the United States Department of Agriculture, Mr. Robert and the railroad are given recognition for the outstanding work that was carried on against the attackers of such important prairie-land crops as cotton, corn, oats and hay.

Because a Negro farmer told the Soil Conservation Service, "Crayfish likes cottonseed better than anything," Soil Conservation authorities used cotton seed treated with a solution of DDT to kill the crayfish.

In closing, the Soil Conservation article says that "Prairie farmers now have assurance that soil conservation and higher profits can be enjoyed and they won't be 'feeding so darn many greedy pests' in future years. It is a good example of how local people can take care of a local problem."

Fred W. Johnson Elected to Presidency of Chamber of Commerce

Congratulations to Executive General Agent Fred W. Johnson, Jackson, Miss., who is the first railroad man ever to be elected to the presidency of the Chamber of Commerce of that city.

Remark ing on Mr. Johnson's election, Fred Sullens, well-known editor of the Jackson Daily News says:

"He is a splendid type of civic-minded citizen, alert, energetic and progressive."

Another Jackson Chamber election of interest to GM&O personnel is the appointment of J. E. Campbell, brother of GM&O director Boyd Campbell, to the post of Treasurer.

The photo below shows (left to right): Pat Eager, Jr., vice-president; Charles H. Russell, retiring president; Fred Johnson, incoming president; Jim Campbell, treasurer and Wendell W. Black, secretary.

Mr. Johnson is a comparatively newcomer with the GM&O, having just joined the Company in April, 1946, when he returned to civilian life after three years with the Navy. Fred’s friends wish him much success as president of Jackson’s live-wire civic organization.

Nation’s Travel Editors Choose Rebeliners for Mississippi Tour

This week approximately fifty travel editors of Eastern, Northern and Midwest newspapers and magazines will make a 1400-mile trip through Mississippi to learn first-hand of the natural advantages of the Magnolia State as a tourist’s mecca.

That Gulf Transport Rebeliners were chosen to carry the distinguished visitors on their inspection is a compliment to the efficiency and courtesy of the personnel of our highway carrier.
Three Promotions Are Announced
Of Passenger Department Officers

Three well-deserved promotions were announced in the Passenger Traffic Department recently by PTM R. A. Pearce.

General Passenger Agent A. L. Jackson was named Assistant Passenger Traffic Manager at St. Louis; R. B. Weaver, formerly Assistant General Passenger Agent, was elevated to General Passenger Agent and Neil J. Sonders, District Passenger Agent, was made Assistant General Passenger Agent at Springfield.

Singularly, two of the men to win promotions, Jackson and Weaver, have worked for the Alton Route all of their railroad careers. Sonders has been with the Alton since 1911, and prior to that time he spent several years with the Wabash.

These three men are to be congratulated on their promotions for they are justly deserved and each is a specialist in his line of endeavor.

A. L. Jackson

Art Jackson, the new Assistant Passenger Traffic Manager, is a railroad man through and through. He eats and sleeps his job and his only hobby is "railroadin'." Art started to work for the Alton in 1910 as an office boy in St. Louis and, ever since, he's been trying to put more and more passengers on the "red trains". Art's biggest piece of business, eight solid trainloads of passengers on a special movement to Washington via Alton and the B&O. He still remembers what they told him when he asked that eight diners be sent to the Illinois territory in preparation for the movement. It was something about what would happen if the movement failed to materialize.

After starting as office boy, Art moved from one clerical position to another in the St. Louis office until his appointment as City Ticket Agent in Little Rock. He served as District Passenger Agent in St. Louis and Little Rock from 1920 until 1943, when he was appointed General Passenger Agent in Chicago. He has been with the Railroad continuously except for two years during World War I when he served with the army.

R. B. Weaver

Bert Weaver, newly appointed General Passenger Agent, has the go-getter and sure-fire personality that it takes to do business successfully in Chicago, or in fact in any similar city where

(Continued on Opposite Page)
Gulf Transport Opens New Station

At New Albany Mississippi

The New Albany, Miss., Bus Station is the newest and most modern along the line. Built of brick, along modernistic lines, the new building houses an excellent restaurant, two waiting rooms and modern rest rooms. The top view shows the street entrance to the new station.

At the bus entrance of the station is one of Gulf Transport’s new air-conditioned buses, which are now on regular runs between Mobile and Jackson, Tenn. These buses have a capacity of 37 passengers and have attracted much favorable comment from passengers since being put into service.

One passenger, reports Bus Operator H. J. Lewis, remarked, upon entering the bus, “Oh, what a cool breeze going through this bus. I wonder where it is coming from?”

In addition to reports from Bus Operators, GT has received more than a score of letters from passengers remarking on the comfort of the new highway carrier.
GM&O Signalmen Aid
Gas Line Company

Chief Dispatcher George M. Glover at Bogalusa, Louisiana and Operator H. J. Wallace of Jackson, Mississippi had their own hands full during the recent hurricane which roared in from the Gulf, just a short distance south of their respective stations.

The wires were humming with railroad business because our own services were being temporarily terminated at Bogalusa; but these two men were not too busy to help another company which was in greater trouble and to keep a vitally needed public utility functioning for the welfare of the people in the territory. All during the emergency, these two men handled messages and instructions between employees of the United Gas Pipe Line Company, whose other means of communication had been crippled.

In a letter to Glover and Wallace, J. D. Davis, Gas Line Company District Manager said, "Without your help while our loads were shifting to meet the conditions created by the storm, it would have been most difficult to dispatch gas into the Bogalusa area. Thanks to your splendid organization for your timely co-operation."

Three Passenger Promotions
(Continued from Opposite Page)

there is such keen transportation competition.

Bert has been in the Windy City, working in the railroad passenger business steadily since he hired out as Ticket Stock Clerk with The Alton, with the exception of a two years' interlude in 1922 when he served as City Passenger Agent in Peoria.

Following his Peoria service, he returned to Chicago as City Passenger Agent and was later appointed Traveling Passenger Agent. Through a series of promotions, he advanced to the position of Assistant General Passenger Agent, which he held until his recent appointment.

N. J. Souders

Train

The following poetic description of a train, which appeared in the Peoria Journal, was forwarded to us by Division Freight and Passenger Traffic Manager C. E. Morris:

A train is something wonderful
For every man and boy
From taking people everywhere
To serving as a toy
It carries food and coal and oil
And merchandise and mail
No matter what the weather is
It gets there without fail
A train is something beautiful
When streamlined to a T
With private rooms and every form
Of modern luxury
And also it provides a thrill
For children near and far
Who hear the whistle and the bell
And count each passing car
It takes the people everywhere
For business and for fun
And serves the commerce of the land
With every scheduled run.

—James J. Metcalfe

Neil Souders, the new Assistant General Passenger Agent, has long been prominent in Springfield's civic affairs and is now a member of the Board of Directors of that body.

Neil began his first job with the Alton back in 1911, and left to serve three years with the Navy in World War I. Returning to Alton in 1920, he and Ticket Agent, and later was promoted to Traveling Passenger Agent. Prior to his present appointment, he was Division Passenger Agent at Springfield.
HISTORY-MAKING ALTON ROUTE DIESEL NOW ON LOCAL FREIGHT RUN

Old No. 50, shiny in a new coat of red, maroon, and gold paint, and with “The Alton Route” proudly emblazoned on her sides, is busy these days running back and forth in humble local freight service between Bloomington and Joliet, Illinois.

But it was not so very long ago that the “50” was making railroad history as America’s first non-articulated diesel locomotive in regular passenger service. Pulling the ANN RUTLEDGE and the ABRAHAM LINCOLN between St. Louis and Chicago, she was the pride of America’s then small fleet of diesel locomotives and attracted particular interest and enthusiasm because of the fact that her 1800 “horses” were contained in a single unit and could be coupled and uncoupled to equipment at will—a feature which the other diesels of that day did not enjoy.

Operating Department Changes

(Continued from Page 1)

“During his service here since early 1945, Mr. Conerly made a number of close friends and leaves an enviable service record.”

Mr. Miller has been with the Railroad since 1909, except for the period from January 1, 1933 to July 25, 1946, during which time he served as city commissioner and mayor of Laurel, Miss. He began his railroad service as timekeeper on the Alabama Division of the GM&O and was promoted to conductor in 1919. Upon returning to the Company in 1946, he was appointed Terminal Trainmaster at Corinth, Miss., and shortly thereafter was named Trainmaster, with headquarters at Jackson, Tenn.

Mr. Fischer, who was General Yardmaster at Granite City until his recent appointment, has been with the Alton since 1941, when he was employed as a switchman. He was named Crew Foreman in 1942 and Yardmaster in 1943.

Mr. G. C. Brown, the retiring superintendent at Slater, has behind him a record of 47 years of uninterrupted railroad service, having started his career with the Frisco in 1900 as a brakeman. He transferred to the Alton in 1902, and was appointed conductor in 1904. Between 1928 and 1945, he served as Assistant Superintendent and in the latter year was named Superintendent.

Along the Line...

After 43 years of service with the Alton Railroad, Alex Grant, former Superintendent of Transportation for the Alton, retired September 1.

Because Gulf Transport Ticket Agent Ray Renfroe, Jayess, Miss., went out of his way to assist one of GT’s bus operators who was caught in the recent storm in that area, he has been commended by Superintendent H. G. Wilson. Agent Renfroe assisted beyond the limit of his duties and his cooperation is appreciated.

Mr. and Mrs. James E. Moss announce the arrival of a son, Terry Edwin, on September 5. Mr. Moss is an employee of the Office of Superintendent of Transportation.

A daughter, Elizabeth Ann, was born to Mr. and Mrs. J. W. Green on September 5. Mr. Green is an employee in the Office of the Superintendent of Transportation.
Commendations

Car Inspector W. Akin, Union City, Tenn., has received a letter of commendation for his action in flagging Train No. 28 when he noticed a dragging brake beam. His commendation said in part:

"You no doubt saved an accident. You at least saved damage and probable delay to the train."

Superintendent R. V. Bodie has commended Operator H. Himes for his prompt action in reporting his discovery of a broken rail near his station at Athol, Ill.

Signal Maintainer L. W. Zimmerman, Godfrey, Ill., has been commended for his promptness in flagging Trains 34 and 91 after his discovery of broken angle bars on the main track. Zimmerman immediately called the section-men so that repairs could be made.

Conductor W. C. Warren, Jackson, Tenn., has received a letter of commendation for his part in locating a broken flange on a car in a train on which Warren was working.

Chicago Herald-American Columnist Writes of Veteran Employees

Of the multitude of dining and parlor car employees of the old Chicago & Alton Railroad, but six remain under (GM&O) management. Grim reaper and old age removed most of them. Length of service of the remaining half-dozen aggregate more than 176 years.

Charlie Eldridge is daddy of them all. The other five are Tom Tynom, Dave Rice, Henry Outlaw, Granville Adams (See photos on page ) and Sam McLean. They are known to almost every politician in the state.

Eldridge prides himself on having served every Illinois governor from Edward E. Dunne to the incumbent, Dwight Green.

—From the Chicago Herald-American

New Automatic Shower Bath For Passenger Equipment In Chicago

Gone are the old mops, buckets and elbow grease which formerly were used to restore the shine to Alton Route trains after speedy runs into Chicago.

Now passenger coaches and equipment are treated to a modern, automatic, shower bath which offers all of the advantages to the mechanical department that a swanky dish-washing machine does to a grateful housewife.

At the Brighton Park Yards in Chicago has been installed a Whiting car washer; and, as the accompanying pictures show, complete trains are run through the washer in record time. In fact, 65 cars a day can be cleaned. Just in case you want to know the cars are first sprayed with oxalic acid and then rinsed with fresh water.

The Rebel's Sleeping Car between Chicago and Mobile gets a shower at the new Chicago cleaning facilities before returning South.

A view of the Brighton Park Yards is shown. Brighton Park is in the suburbs of Chicago.
Bloomington at Work