Amtrak and the Illinois Department of Transportation are still shopping for new trains to equip the high-speed passenger service between Chicago and St. Louis; three manufacturers, Talgo, Bombardier and Siemens are all interested in providing the new trains. None of these companies offer stainless steel exteriors, so obviously, the new trains will have to be painted. Since these new trains will be acquired expressly for service on our beloved Alton Route, it seems to me that they should be painted the historically correct C&A - GM&O red and maroon colors with gold trim and lettering. IDOT is partially funding this purchase; they shouldn't have to sit still for more Amtrak silver trains.

2003 Fall Banquet & Show

I am pleased to announce that annual Gulf, Mobile & Ohio Historical Society Fall Banquet and Swap Meet has been set for the weekend of September 19, 20 & 21 at the Hilton Hotel, 700 E. Adams Street, in downtown Springfield, Illinois. 20 sleeping rooms have been blocked off for us for Friday and Saturday nights at a reduced rate. The traditional Friday evening hospitality suite, Saturday swap meet and show, Saturday evening banquet and program, and Sunday morning Board of Directors meeting will take place. GM&OHS members Stan Maddox and Paul Fowler are preparing a computerized GM&O locomotive simulator demonstration that will be on display during the swap meet. The Springfield "35" Camera Club has graciously agreed to put on a 1-2 hour photography clinic for us during the meet; they will be giving advice as to choices of cameras, lenses, film, lighting, etc. We are planning to have a modeling clinic going on concurrent with the meet, as well as an operating "N" gauge modular model railroad.

I am also pleased to announce that we will be joined this year by another "fallen flag" historical society; our friends at the Wabash Railroad Historical Society are designating this event as their official 2003 meet. While the Wabash was a fierce competitor with the Chicago & Alton and later the GM&O between Chicago and St. Louis, it was primarily an east-west railroad, serving Buffalo, Detroit and Toledo on the east end and Des Moines, Kansas City and Omaha on the west end. It was headquartered in St. Louis, and served Springfield on its main line between Decatur and Kansas City. The Wabash flag fell in 1964 when it was absorbed into the Norfolk & Western.

2003 South End Spring Show In Jackson, Mississippi

Our first ever GM&OHS South End Spring Railroadiana and Model Show will be held on Saturday, April 5 from 9 AM until 3 PM at the Clarion Hotel and Convention Center, 400 Greymont Avenue, in Jackson, Mississippi. This event is being hosted by longtime GM&OHS members Art Richardson and David Bridges. Admission is $3. for GM&OHS members and $4. for non-members. See the enclosed flyer for complete details.
Mikes Train House "Discovers" The GM&O

The 2003 catalog of "O" gauge manufacturer Mikes Train House has an interesting selection of new items in GM&O colors. To be available this Summer are a double door 50' box car, an extended vision caboose, a 4-6-2 pacific steam engine, and a seven car heavyweight passenger train. While these models are not "dead-on" prototypes, it's nice to see our favorite railroad represented in the MTH line.

2003 Calendar of C&A Bloomington Shops

The McLean County Trades & Labor Association has released a black and white calendar for 2003 full of great 8X11 photos of the crews and shops at the Chicago & Alton's Bloomington, Ill. shops. Although it's already Spring, this is a must for all C&A fans. The photos are predominately from the 1920's and 30's, but the photography and subject matter are excellent. Write to: "Remembering Bloomington's Chicago & Alton Shops", McLean County Trades & Labor, P.O. Box 3396, Bloomington, Ill. 61702.

2003 GM&OHS Spring Show at Springfield, Ill. ....April 27th

Don't forget to mark April 27th on your calendar and come out to support the Society at the Crowne-Plaza in Springfield, IL. The Admission is $3.00 for non-members, and $2.00 for members. We expect at least 80 tables of merchandise, (last year we had 78), ranging from photos to models to hard memorabilia such as china, locks, lanterns, etc. Tables are still available and will be up to the show weekend due to the unlimited amount of space at our disposal. See the enclosed flyer for further details if you want to exhibit at the show. This long running program helps to offset publications costs, and brings a lot of great people together. So, don't miss out. The show runs from 9:00 am to 3:00pm. See you there!

Publications Committee Report

Greetings GM&OHS members, Ken Donnelly-GM&OHS Publications Director here, to extend my heartfelt appreciation to you for responding to the "new look" NEWS and the 2003 color calendar. The Society has seen a resurgence in membership thanks to your support and word of mouth, as well as from the exposure of having the NEWS on hobbie shop stands around the country. Through our collective efforts, the GM&OHS is back to the ranks of the countries best historical societies. Well Done! The mailing of Issue 101 of the NEWS will end the Societies 2002 membership obligation, and leave the Society only three months behind schedule. We will make this up by the end of this year. This brings us to our next subject...
Reminder of Renewal for 2003

...yes, it's time to renew for 2003. Enclosed is the second renewal notice for your 2003 membership dues. This will ensure no lapse in your receiving issues 102-104 of the NEWS, as well as information on the 2004 color calendar, Society events, and Society HO-scale car releases. Check the renewal for the membership level that best suits you. Don't wait too long, though; 2003 is going to be a great year. Oh, and by the way, sign up that friend that's been admiring your GM&OHS magazines and calendar, too.

Kohlberg Resignation Leaves Vacancy on BOD

Daniel Kohlberg in mid-February resigned as a GM&OHS Director and head of the Modeling Committee. He cited greater employment and family obligations as the reason. Dan was first elected a Director in 1999 and served continuously until his resignation. Among his accomplishments as Modeling Committee Chairman was production of the highly successful no. 24. Dan was a key member of the team of officers and directors who produced the 2001 St. Louis Spring Show and Alton Annual Meeting and the 2002 Spring Show at Springfield. On behalf of the Society, thanks Dan for a job well done.

Dan's resignation creates a vacancy for the remainder of the 2003 term that ends December 31. The BOD will appoint a replacement from among those members who have the required skills which include readiness to participate in called BOD meetings, availability to man the Society's model tables at shows, ability to research suitable commercially available products for Society model production, contract with manufacturers for selected products, write copy for and produce product promotion, and manage the mailing of sold kits. Those willing to serve should contact Bill via e-mail at bbmolony@juno.com, or mail at 2009 Boehme St., Lockport, IL 60441-4611.

Thanks to All Who Contributed To a Successful 2002

Space limitations in the last Switchlist prevented my recognizing individually those who tirelessly devoted many hours of valuable personal time without compensation to make your membership this past year so valuable.

How Vice President Kenneth Donnelly found time for anything other than Society business is unimaginable. As Publication Committee Chairman, Ken made the final decision to transfer production of the NEWS beginning with issue 97 to Andover Junction Publications, elevating its quality to its highest level of professionalism yet. He supervised the production of every issue and personally mailed every copy of the NEWS and Switchlist during the year. As Chairman, he directed the upgrade of the Society's website, working closely with Webmaster Stan Maddox who successfully executed the improvements. He assembled the material for the beautiful 2003 all-color calendar that Mike Schafer at Andover Junction produced. Ken continued his contributions to the Society model program, producing (including supplying original lettering artwork) car no. 23, and no. 25 and handling their sales and distribution. And Ken produced and managed the successful Spring 2002 Show in Springfield. Thank you, Ken.

It would take a page to list all of the tasks Art Richardson as Secretary performed but among them were his excellent maintenance of membership records, quickly solving any problems that arose; handling receipts for Society projects, making sure orders were accurately filled; researching and
providing the significant dates that appear in the 2003 calendar; producing and making available for
the membership diesel diagram books under his Delta Press imprint (sharing the profits with the
Society); conducting the most successful mail election in the Society’s history; and adding his wisdom
and knowledge at every BOD meeting held. It isn’t widely known, but Art regularly devoted as much
as half a day several days a week to keep the Society’s records and correspondence moving smoothly.
Thank you, Art.
A task few would want in any organization is that of treasurer. When a resignation left the important
position vacant in early 2000, Gene Glendinning volunteered to take over the task of supervising the
then wobbly finances of the Society. This past year he continued the program begun the year before of
requiring competitive bids for services to get the lowest prices possible; managed cash flow so
adequate funds were available to pay bills in a timely fashion; helped price Society products to prevent
avoidable losses; managed the Society’s books; and to maximize returns, invested surplus funds. Aside
from his treasurer’s duties, Gene was a member of the Publications Committee, served Parker as copy
editor, wrote the excellent three-part Alton Limited articles, the Milepost 100 feature on the C&A, and
unsigned miscellaneous items for the News; contributed news and modeling items for the Switchlist;
and initiated and managed the highly successful News retail sales program. Thank you Gene.
Director and Modeling Committee Chairman Daniel Kolhberg’s contributions are mentioned above.
Thank you Daniel.
As a Director and member of the Publications Committee, Louis Saillard added useful counsel for the
decisions each of those bodies made, and continued his contributions to the News with a fine multi-
part report on the logging heritage of the GM&O and the Milepost 100 feature on the NOGN. Thank you Louis.
News Editor J Parker Lamb continued to find and serve up excellent material for this past year’s
issues. Working closely with Mike and Ken, he insured excellent North/South content balance, both in
copy and illustration. Besides the News articles of Ken, Gene, and Louis previously mentioned, are
those of former President David Bridges who did the expected excellent chronicling of the GM&N’s
Decapods and contributed a Milepost 100 feature on the MJ&KC; Tony Howe whose brilliant
painting and fine article on logging operations surrounding Laurel was a centerpiece of issue no. 98;
and the Milepost 100 piece on the M&O Mark Vandercook contributed, taking time away from his
research and writing of his planned M&O history book. Thanks Parker, David, Tony, and Mark.
My thanks are extended to the Directors not previously acknowledged who volunteered to serve and
provided me wise counsel and support, Brian Johnston, David Johnston, Terry Quinn. Thank you all.
And finally, a tip of the hat to those who contributed to the Society’s well being through their
Sustaining and Benefactor memberships, and to founding members Robert Schramm and Joe Petric
who donated sizeable honorariums to the Society. Sustaining and Benefactor members will be formally
acknowledged in print in issue 101.

Atlas Caboose Added to Growing List of GM&O Models

Atlas Model Railroad Co. has released their HO version of the International standard cupola cabooses
decorated for eight roads (plus undecorated), including two in GM&O dress, nos. 2994 and 2998,
representing two of the 10 (possibly originally built for the Erie-Lackawanna) purchased by the
GM&O in 1970. Atlas had to decide on one of many variations of the type the railroads ordered during
the 1960’s and although its GM&O model’s overall appearance is appealing, it is not totally accurate.
The most obvious difference is window placement and type. The model has identical windows at each end of both sides that is correct for the brake cylinder side, but not the opposite side where the GM&O had two windows nearly paired to the left of the cupola on the battery box side. There is a lavatory window on the model on the brake side that the GM&O did not employ and its opposite is incorrectly placed in the same location; it should be to the right, not the left, of the cupola. The windows of the model are flush with the inside walls; the aluminum frames of the GM&O series were prominent on the exterior walls. The model's end windows have aluminum riveted frames while the prototype had black gaskets. The cupola front and rear windows are nicely raised but painted silver and should be black representing gaskets. The type used and placement of the smoke stack is incorrect. It should be placed to the right of the cupola on the brake side and with dual pipe exhausts rather than the "T" type Atlas used. There are no sunshades on either side of the cupola.

On the positive side, the model dimensions are accurate, nicely detailed (and correct) end platform railings and handrails are affixed, extended ladders and roof walks are appropriately absent. The easily seen underside details are well represented though there is no piping or brake detail. The exquisite shade of red and correct unpainted (represented by silver paint) roof plus crisp lettering right down to repacking data on the brake cylinder could hardly be duplicated by even the best of modelers. Correct roller bearing trucks with steel wheels insure good operation.

Despite the obvious discrepancies, Atlas has produced a more than acceptable commercial representation of the GM&O's last cabooses. Those insistent on a more accurate car can blank the unneeded windows and install new ones, remove the riveted end frames and reposition and replace the smoke stack (with an Accurail, Modern Railways, or equal part) but most GM&O fans will be happy to have yet another class of car bringing up a train's rear.

**American Model Builder F3 Details Finish Stewart and Proto 1000 Models**

American Model Builders, Inc. provides soft metal castings of the poling pockets, pilot steps, and roof mounted cooling coils the GM&O added to their F3's after EMD delivery that made the 800's unique. Walthers part numbers are 152-206, -207, and -213 respectively.

**New Book Covers GM&O Lightweight Cars**

W. David Randall's latest edition in his series of soft-cover, spiral-bound, volumes called *The Passenger Car Library* is devoted to the lightweight equipment of seven southeastern railroads, including that of the GM&O.

Of volume 7's 202 pages, 38 cover the *Abe and Annie, Rebel*, and the postwar ACF coaches, parlors, and sleepers. The rest of the volume is devoted to the cars of the Atlantic Coast Line/Florida East Coast, Central of Georgia, Chicago & Eastern Illinois, Louisville & Nashville, Seaboard Air Line, and Southern.

Crisp, clear, side and dimensional floor drawings for all but one car type the GM&O and its predecessors owned are included. The exception is a floor plan of the *Abe and Annie* baggage mail cars (shown here). Sharp builder exterior and interior views nicely compliment the drawings for all cars except the *Rebel*, illustrated with only an exterior view of the power car and an observation-lounge-sleeper.

Many, but not all, of the photos David includes have appeared previously in out of print GM&OHS News issues that were devoted to the trains and their equipment, but this is the first time the
lightweight “fleet” is gathered in one convenient place. Descriptions of the cars’ histories, construction and other such factual material are limited to brief captions. Fuller details and more photos will be found in these News back issues: the Rebels in nos. 8-10 (reprinted from a Railway Age article); the post-war coaches, parlors and sleepers, nos. 15-16, and 18 (written by Gene Glendinning); and the Abe and Annie (written by Dave Randall), nos. 21-22, 24-25. Photocopies of any or all of the pages can be obtained from the Society, GM&OHS News Reprints, 411 E. Valencia Ave., Barrington, IL 60010-3341 at $1 per page.

Members fortunate enough to have the early issues of the News in their collections may find the volume’s cost of $39.95, $6 shipping ($7 for foreign orders) and 7 percent sales tax for Illinois residents a luxury, but everyone else and those interested in the elevations and floor diagrams for modeling or other purposes, will most certainly want to add The Passenger Car Library, volume 7 to their libraries. RPC Publications Inc., P.O. Box 503, Alton, IL 62002. Visa and Mastercard are accepted.