



GM&O's *Ann Rutledge* unloads beneath the vaulted trainshed of St. Louis Union Station.



**TRAVEL . . .**  
**family style**





A Red Cap takes the Andrews family's bags as Bill pays the cab driver in Chicago Union Station. Red Cap fee in Chicago is 15 cents per bag.



"Two to St. Louis," Bill tells the ticket clerk. Cost: \$8.56 each, with tax. Sue, 3 years old, travels free. Round-trip fare would be \$15.41.

**Why travel by train? Follow Bill and Dottie Andrews and their little daughter Sue and you'll see some of the reasons: low cost, comfort, convenience, speed. And you can eat a good meal at a linen-clothed table, just as if you were home**

PHOTOS BY WALLACE W. ABBEY



It's shortly after 8 in the morning as Bill shows his tickets to the gateman. The Andrewses will take the Gulf, Mobile & Ohio's streamlined Ann Rutledge to St. Louis — an easy trip of 5 hours and 20 minutes for the 284 miles separating the nation's two largest railroad centers. They are traveling coach although the Ann Rutledge carries parlor cars for those who prefer them. ↑ The Red Cap precedes them down the ramp to train, where he will stow their luggage in a compartment at end of car.

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## Travel . . . family style

continued



Coach Porter James Dunn has the footbox in position as Dottie looks around to check on Bill's inexpert handling of Sue, who is eagerly looking forward to her very first ride on the train. Although the Andrewses own a car, they prefer train travel on trips out of the city because they know that traveling by train is even safer than staying at home. And if Bill were driving the family car, he would have no time to enjoy his daughter or scenery en route. He hands Sue her favorite doll to keep her amused until the train pulls out of Chicago. The Ann Rutledge has been making a daily round trip since its inception in 1937.



"Tickets, please!" Conductor H. L. Hull has a big smile for Sue as he punches his mark on the tickets. The train is now nearing Joliet, first of nine stops it will make before terminating in St. Louis Union Station.



Hostess Marilyn Cocks shows Sue a folder describing the Ann Rutledge. GM&O was the first railroad to inaugurate hostess service; the young ladies' sole duties are to minister to the wants of the passengers.





♫ Besides carrying a diner which serves breakfast as the Ann Rutledge leaves Chicago and luncheon at about Springfield, the train also provides at-your-seat snack service between meals. Sue chooses a sandwich to tide her over. The dining car waiter who doubles as "butcher" also carries coffee, milk, pie and cake. He receives some tips but the average coach passenger pays only for what he buys. ♫ Sooner or later every little boy or girl who rides a train discovers the drinking water and usually makes several trips to the end of the car before the ride is over. It's a convenience you don't get when traveling by automobile.



Bill has retired to the lounge car for a before-luncheon highball; Dottie plans to join him later. Meanwhile, Sue finds the story of the Little Engine That Could quite absorbing as her mother reads to her.



Miss Cocks takes over as Dottie leaves to join Bill in the lounge. On the GM&O, hostesses are assigned not only to the Chicago-St. Louis run but to the St. Louis-Mobile run as well, so each sees entire railroad.

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## Travel . . . family style

continued



The coach lounge is as well appointed as the first-class lounge at the end of the train, and it serves the same assortment of refreshments.



And now — lunch on the train! Sue has been looking forward to this and is not disappointed. The Andrewses choose the Chef's Special at \$1.65.



On the way back from the diner Sue finds a new friend: 5-year-old Sylvia Cioni who is traveling with her mother and baby sister to join her father at San Antonio, Tex., where he is a lieutenant in the air force.



Sue and Sylvia are soon good friends. Mrs. Ciono and her children boarded the train at Joliet after riding the Rock Island Rocket from Ottawa, Ill. Frisco-Katy will take them from St. Louis to San Antonio.





As the train nears St. Louis, Dottie tidies up in the powder room. Bill is packing a bag with Sue's doll and book and—wouldn't you know it...



... Dottie's galoshes, too. "Oh, well, we'll take a cab," Bill says as they walk under St. Louis Union Station's famous 32-track trainshed.



Their Red Cap follows them as they climb from track level to street level. In St. Louis, the Red Cap fee is 25 cents per bag or parcel. Red Caps issue a check for each bag; the railroads pay them a salary.



It is not yet 2 p. m. as the Andrewses leave the station. They have spent far less than six hours traveling from downtown Chicago to downtown St. Louis. Their clothes and spirits are unruffled by the ride.