

# Why Should St. Louis Be a Stepchild?

**Chicago has just won through sleeping car service. It is being denied to St. Louis—on the Washington to Texas run. The same old excuses are being offered!**

The campaign to get through sleeping car service for St. Louis has bogged down.

The phantom "Chinese Wall" which divides this country—a wall that no traveler can cross without changing trains—has been cracked. *But only at Chicago!*

This breach at Chicago followed a series of Chesapeake & Ohio advertisements backed by powerful support from the American press. The C & O pointed out, among other things, that a hog can cross the country without changing trains, but a citizen can't.

*On March 18, within a week from the time this last C & O advertisement appeared, the four biggest railroads running through Chicago finally promised through service. On March 31, the first through cars actually rolled into a Chicago station.*

## **Through Service for Chicago— but Excuses for St. Louis!**

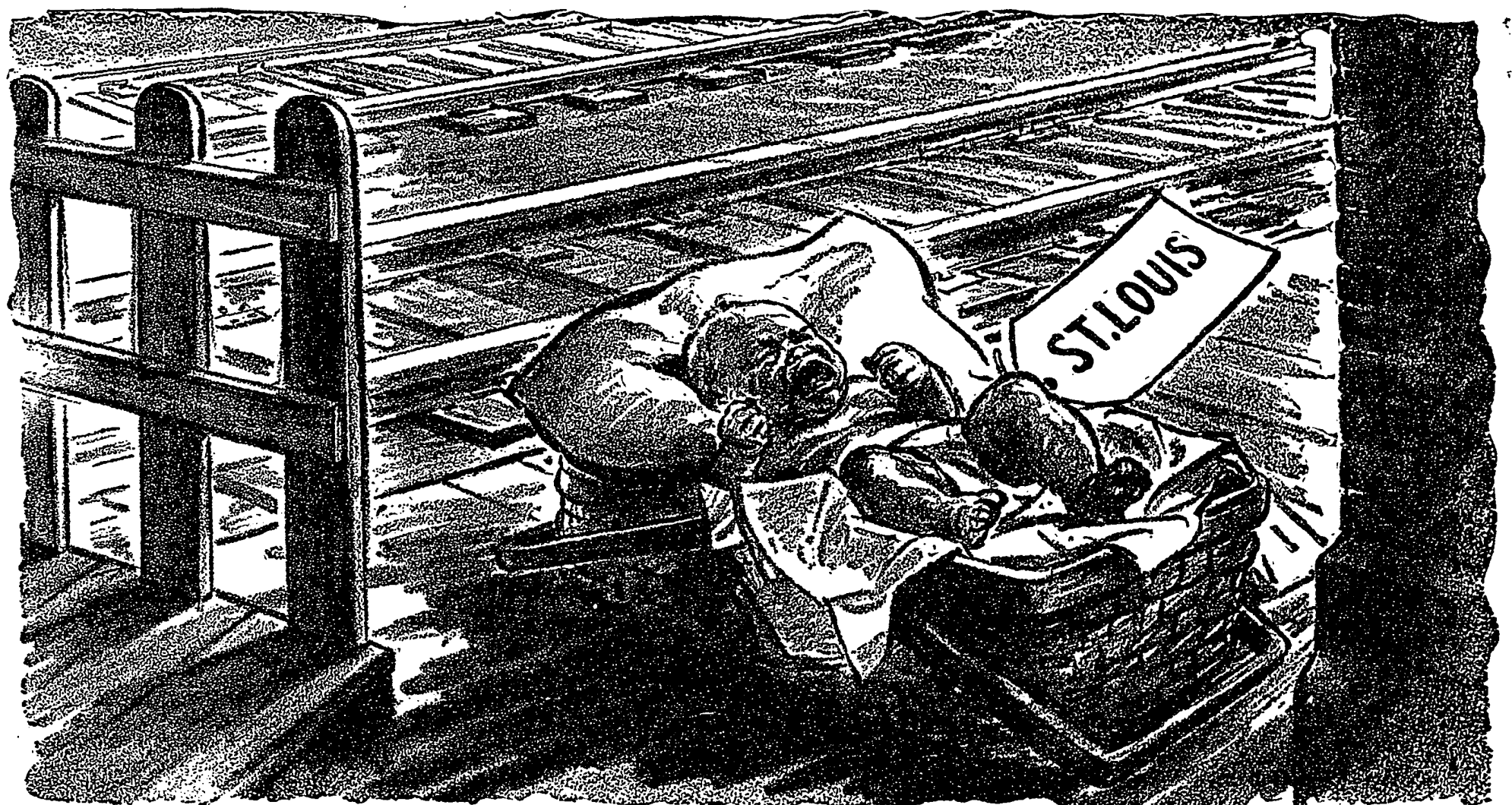
For St. Louis, however, the defenders of the status quo have said that through service cannot be granted.

*The problem should not be more complicated in St. Louis than it was at Chicago. For, instead of several stations to deal with, St. Louis has one union terminal. Some adjustments in arrival and departure times may be needed, but surely they can be worked out. And on at least one route, additional equipment is not needed because the C & O has offered to supply any type of Pullman cars desired by the other roads.*

Despite all these facts, the same old excuses that have been advanced for so many years were again offered the C & O.

Through service for St. Louis was denied!

The through traveler (from Washington to Texas for example) is by no means the only traveler affected by this decision. All passengers who travel in either direction through St. Louis, even those on trips of less than 50 miles, must also stop and change trains when they reach the



invisible "Chinese Wall." Hundreds of thousands are inconvenienced. Only a few redcaps are benefited. And St. Louis gets a black eye for which the city is not to blame.

## **It's Time the People of St. Louis Spoke!**

There is no reason known to us why St. Louis should be treated as a stepchild on through service. If the people of St. Louis rise up and speak, they can get this service immediately!

There are many roads that could co-operate to make it possible. For its part, the Chesapeake & Ohio offers one practical suggestion for through sleeping car service from Washington to Texas. With the co-operation of other roads who are members of the Terminal Railroad Association of St. Louis, it should be possible to effect it at once.

*The C & O is ready to make any reasonable adjustments in the present schedule of the "George Washington," which runs from Washington to Cincinnati, in order to set up through sleeping car service from Washington, D. C. to Dallas and Fort Worth. This will require the*

*co-operation of the Big Four (New York Central) whose connecting trains now handle the Washington-St. Louis sleeper from Cincinnati to St. Louis; and the Missouri Pacific which operates the "Sunshine Special" from St. Louis to Dallas and Fort Worth.*

There is no equipment problem because the C & O is prepared to assign to the "George Washington" any type of sleeping car necessary to meet the requirements of the other two roads.

All that remains to be done is to make the necessary schedule adjustments to allow ample time to let the cars go through at St. Louis to connect with the trains named. Surely, if more difficult problems could be solved at Chicago, this one can be solved at St. Louis.

## **Let's End the Stagecoach Days!**

The situation in St. Louis is really a hold-over from stagecoach days. Isn't it time to end it? Why should one of America's most important cities be denied a service available to almost every other city, town, and hamlet in the United States? St. Louis will not be denied it — if its citizens speak up!

# Chesapeake and Ohio Railway

Terminal Tower, Cleveland 1, Ohio