L. L. LAPP TO HAVE HEADQUARTERS IN KANSAS CITY

L. L. "Roy" Lapp, who did such an outstanding job for the Railroad as Executive General Agent at Washington during the turbulent war days, has been chosen to represent the Executive Department in Kansas City. Notice of the appointment of Mr. Lapp as Executive General Agent at Kansas City, came from the office of the President, and he has already reported to his new headquarters.

Roy, who has a knack for getting things done, and in a hurry, is well known on the Line as his early days with GM&O were spent at Mobile, Meridian and Jackson, Miss. His first job with GM&O was in 1920 and he served consecutively in the President’s Office and as Chief Clerk to the Vice-Pres. and General Manager. Transferred to the Traffic Department he was Division Freight Agent at Meridian, later going to Jackson, Mississippi. From Jackson he was promoted to Chicago and then made General Eastern Agent at New York, before being sent to Washington as Executive General Agent.

Mr. Lapp began his railroad career at the age of twelve as an office boy in the Superintendent’s office of the B&O at Baltimore. He attended business school at night and served in various capacities in the Operating and Engineering Departments until World War 1. At this time he was loaned to (Continued on Page 2)

TRANSPORTATION HISTORY MADE WITH BUS CONVERTED FOR POSTAL SERVICE

Lastest FIRST for GM&O which has pioneered many transportation innovations, is the highway mail car, which became America’s first post-mobile to be operated by a private transportation company when it made its inaugural run between Mobile and Union on September 9. A converted passenger bus, designed after the standard railway post office, it is operated by the Railroad’s bus and truck subsidiary, Gulf Transport Company.

On hand for inaugural ceremonies was John D. Hardy, general superintendent of railway mail service, who said that there was a need for some 200 more post-
From 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.

It is doubtful if those men and women who, through the years, have depended upon the Alton Railroad for a livelihood and for transportation service realize what a large loss — what a large sacrifice — the owners of the Railroad have sustained.

From 1911 through 1945 The Alton took in for services performed approximately eight hundred million dollars but even that was one hundred million dollars short of what it cost to operate. The owners, therefore, not only did not make a profit but they and the creditors actually lost one hundred million dollars of their investment.

During this period, nearly four hundred million dollars went to the employees as wages and salaries and most of the balance went for materials, supplies, taxes and other operating costs. Some interest was paid on bonds but a sizable portion of the bonds themselves were not paid, and not a dollar was disbursed to the stockholders as dividends.

While the war years, 1942 through 1945, yielded a net income of over seven million dollars, The Alton, during that same period, had to buy over seventeen million dollars of new equipment, or ten million dollars more than its earnings.

During the first six months of this year The Alton failed to meet its out-of-pocket expenses by more than one million four hundred thousand dollars. In other words, if The Alton employees had owned the Railroad entirely and were paying no interest on its bonds they would have had to dig down into their pockets to make up a million four hundred thousand dollar deficit.

FIRST HIGHWAY POST OFFICE  
(Continued from Page 1)

mobile routes and that Gulf Transport's service over the 182.9 mile route would serve as a pattern for future highway cars.

The Post Office Department operates three mail-mobiles at the present time, but Gulf Transport's is the first one to be operated by a private carrier. The greatest advantage to the highway post office, Mr. Hardy said, is in affording service to communities which are not now receiving mail service by train and in the fact that mail can be sorted enroute and delivered to the desired points both enroute and foreign, without waste movement. A great interest in the idea is being shown by other railroads, Mr. Hardy said.

The first run of the Highway post office caught the attention of hundreds of stamp collectors all over the world and a special cancellation stamp attesting to the historic event was used to void the two sacks of philately mail.

Courteous Conductors  
Make Railroad A Friend

Mrs. J. R. Lacey, daughter Libby, 13 months old, boarded the GM&O train 16 at Booneville August 19, enroute to St. Louis to make their home at Maplewood, Missouri.

Before leaving Booneville Mrs. Lacey dropped her wallet in the station and did not discover this until after departure of No. 16. Mrs Lacey had purchased coach ticket at Booneville and desired to step her ticket up to first class and secure pullman space. Conductor C. S. Vineyard agreed to send a wire at Corinth in effort to locate the billfold, but on arrival at Corinth received a wire for Mrs. Lacey from Booneville saying her father had found the wallet. Mrs. Lacey told me that Pullman Conductor Hassell allowed her to occupy space in the pullman, and it was arranged for money to be furnished her at the ticket office at Jackson, Tennessee.

Early the next morning the hostess, Miss Hutchinson, assisted Mrs. Lacey in feeding her young daughter, and kept the baby while the mother breakfasted in the diner. At this time Mrs. Lacey told her story of what might have been a very bad experience but for the kindness of the crew, and she was loud in her praises of the exceptional service rendered in this instance... By Vera Elvert, Chief Hostess.

HOSTESS McHUGH FIRST  
ALTON HOSTESS ON GM&O

Hostess Mary McHugh was the first Alton Hostess to make a trip on GM&O, arriving in Mobile on September 17th. Hostess Jewel Kruse of GM&O was the first Rebel Route girl on The Alton.

Alton and GM&O Hostesses are now inter-changing runs, each one of the girls making a round trip between Chicago and St. Louis and St. Louis and Mobile. Headquarters are in St. Louis.

L L. LAPP  
(Continued from Page 1)

the Special Committee on National Defense under the American Railroad Association and later with the division of operation, United States Railroad Administration.

Roy gets the well wishes of his many friends on the Railroad and of shippers and receivers of freight in all parts of the country.
PASS RESTRICTIONS STILL IN EFFECT ON WEEK-ENDS

Co-operate so our passengers will have accommodations they pay for.

Travel continues heavy on The Rebels, especially on the week-ends and employees are urged to co-operate in seeing that our patrons get the proper accommodations.

Pass restrictions instituted in 1942 covering transportation on The Rebels, Saturdays and Sundays and on Friday evenings leaving New Orleans, are still in effect. A recent examination of passes on Trains 15 and 16, show that there are between twenty and thirty for each train.

Vice-President and General Manager G. P. Broek, asks that everyone be mindful of these regulations and not ride The Rebels on week-ends except for Company business, sickness or some similar circumstance. In this case, special permits will be issued through the General Manager’s Office or that of Division Superintendents. PLEASE COOPERATE

CROSSER BILL TAX ON GM&O-ALTON PAYROLLS IS $3,200,000

The benefits which a railroad employee derives under the Railroad Retirement Act (including pensions, unemployment and sick compensation) are far more favorable than the benefits provided under Social Security for all other classes of employees. In some respects the railroad employee fares even better than the war veteran.

And the payroll tax burden on railroads is far in excess of the payroll tax inflicted on any other class of employers.

During the current year the payroll tax for the GM&O and The Alton together will amount to approximately Two Million Four Hundred Thousand Dollars. The Crosser Bill, which recently became a law and goes into effect January 1, 1947, will increase this tax on a basis of this year’s payrolls to Three Million Two Hundred Thousand Dollars.

NEW DIESEL LOCOMOTIVE CAB AS COMFORTABLE AS LIVING ROOM

Here’s a glimpse of the cab and controls of one of our new Alco-G.E. diesel electric road locomotives. Twenty-seven on an order of eighty were already delivered and are speeding our customer’s freight over both The Alton and G M & O Routes.

Forty more locomotives are also on order with Electro-Motive Corporation (General Motors) and the first of this order will be delivered in November. By next April both the GM&O and The Alton will be completely dieselized with a total of 121 Road Freight Locomotives.

A single unit was purchased from The Ingalls Co., recently. It is the first Diesel ever built in the South.

The locomotive pictured above has 1,500 horsepower and can be operated in multiple to deliver 1,500, 3,000 or 4,500 depending upon the tonnage to be hauled.

In a recent write-up in Alco News it is stated that the locomotives which weigh 115-ton are designed to operate a million miles, or three years of normal service, without major overhaul.

Some additional facts:

Each unit of the new locomotive weighs 230,000 pounds fully loaded, is 51 feet, 6 inches long between coupling knuckles and has a wheel base of 36 feet, 6 inches. It stands 14 feet, 9 inches high.

It is equipped with two four-wheel trucks and four electric motors geared to the driving axles. The weight per driving axle is 57,500 pounds. The wheels are 40 inches in diameter. It carries 1,200 gallons of fuel oil and 200 gallons of lubricating oil.
Mr. W. G. Timberlake, a prominent attorney of Jackson, Tennessee, sent to a bereaved friend the following beautiful and consoling lines:

**COMFORT.**

Death: I fear thee not!
Shall I doubt God's plan,
That makes death the lot
Of each living man?

If through birth, I come
To an unknown place;
Surely, going home,
Is, no less, God's grace.

Born to serve, and die:
Opportunity!
Through death's door, I fly:
Immortality!

Composed August 13th, A. D. 1946
By W. G. TIMBERLAKE.

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**HOW'S A GUY TO KNOW?**

Remember the celebrated baseball story about the "Bush League" Pitcher who when promoted to the Majors and making his first road trip by Pullman, slept all night with his twirling arm in the clothes ham-mock?

Well, Chief of Hostess Service Vera Elvert writes us about a ten year old passenger who slept in the hammock while aboard train No. 15 from St. Louis to Mobile recently. Mrs. Elvert writes:

"Johnny was traveling in style in the Pullman, and was managing quite well, but during the night Porter Ashley heard a slight buzz from Johnny's berth a time or two before he investigated and found Johnny asleep in the hammock, bumping against the buzzer at every curve of the track.

"If Johnny ever gets to be a rail president he is going to enjoy telling the boys about this incident."

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COLUMBUS, MISS. . . . Division Freight Agent Laney Cason has been named President of the Columbus Trave-
ers Club. Agent P. D. Williams writes.

GIRARD, ILL. . . . Fred Schlicht, Tower Operator with 46 years service, plans to come to Mobile when he retires. His daughter Ferdina, works for Superin-
tendent of Motive Power and Equipment Charlie House of The Alton.

Mobile, Ala. . . Director H. A. Pharr, Executive Vice-President of the First National Bank of Mobile, caught a 9½ pound trout on a recent Florida fishing trip with his son.

ST. LOUIS, MO. . . Dan Barnard is back from Grand Marais, Minn., with tall stories about 13-pound lake trout. He and John Breidenthal, Manager of the St. Louis Greyhound Station, made the trip together.

ABoard Rebel . . . Pete Austin of the Traffic Department headed home after a job in Chicago. Pete's father is Port Director for United Fruit Company at Puerto Barrios, Guatemala and Pete lived there for many years. He's a little rusty on his Spanish now, but could pick it up, he says, with about sixty days back home.

J. A. Carpenter, who has been a mail clerk on GM&O trains for many years, brought the first highway post office into Mobile and he is shown with Driver C. E. Tucker who "pulled" the first run. Here's how the car looks from the rear, looking towards the Driver who sits outside the barred interior. A lavatory and closet is part of the specifications and Gulf Transport Shopman L. J. Wacker show how the waststand works.

So that the post office can be plugged into city lights while standing at Union and Mobile a special box has been installed beneath the bus. There is a short period at Union between trains No. 2 and No. 1 when the postal clerk works his pouches.
Here are the boys who did the conversion work in the Gulf Transport's shop at Mobile. From left to right, front row: W. L. Mattix, H. T. Helmer, R. J. Barnard, C. R. Cummins, C. B. Foster, J. H. Nerren, B. A. McMillan, L. J. Wacker, R. J. Bouterie (Body Shop Foreman), J. D. Scroggins, V. W. Barron and M. V. Matthews.


Right Standing: W. C. White, Electrical Foreman; W. T. Boardman, Jr., Mechanical Engineer; M. J. Lavitte, Storekeeper and F. W. Mabes, Shop Foreman.

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WHAT IS A CUSTOMER?

A Customer is the most important person ever in this office—in person or by mail.

A Customer is not dependent on us—we are dependent on him.

A Customer is not an interruption of our work—he is the purpose of it. We are doing him a favor by serving him—he is doing us a favor by giving us the opportunity to do so.

A Customer is not an outsider to our business—he is a part of it.

A Customer is not a cold statistic—he is a flesh-and-blood human being with feelings and emotions like your own, and with biases and prejudices.

A Customer is not someone to argue or match wits with. Nobody ever won an argument with a customer.

A Customer is a person who brings us his wants. It is our job to handle them profitably to him and to ourselves.—Paul T. Babson, Chairman of the Board, Standard & Poor's Corp.

From District Freight Agent
T. M. Gallen, Tampa, Fla.
NAME-SAKE CITY OF ALTON RAILROAD

This is Alton, Illinois, namesake of the Alton Railroad. The view shows the city from across the Mississippi, and in the foreground are the highway bridge and the railroad bridge of the CB&Q. The white structure is a dam and the locks are shown over on the City side. The Alton crosses the Mississippi just North of St. Louis.

The Alton Railroad will be 100 years old on February 27, it being in 1847 when authority was granted by the Illinois legislature for construction between Alton and Springfield, the first segment. Completion of this first phase was in 1852. The first name was The Alton and Sagamon, I was not until 1861 that The Chicago and Alton was organized and the name The Alton was adopted in 1861.

January 11, 1847 is considered the birthdate of the Gulf, Mobile and Ohio.

URGES TIMBER CONSERVATION

Development Director S. A. Robert has been making great progress in his timber conservation work along the Line. He has started several youth projects and just recently spoke on the matter before the Chester County Lions Club at Henderson, Tennessee.

GM&O is offering prizes to youths who compete in wood lot projects. From Mr. Robert's talk:

Let me give you an illustration of a situation that exists close to Henderson. On a 60-acre tract a Mr. C. H. Bolton has 148,800 board feet of timber that is of merchantable size. At $10 per thousand today this would bring him $1,488. If he will sell only 27,000 board feet of this timber, which needs to come out now and will bring him $270, and allow the remainder to grow for ten years under rightful handling, he will have $7,500 worth of timber at the end of that period, or an increase of $6,330 over its present worth, meaning that this land will have earned him $100 per acre during this ten year period. This does not take into account the returns that might be received in the way of fuel wood, fence posts, and perhaps some sale of undesirable or too closely spaced trees that should be removed.

WHO WOULDN'T STOP WORK

Auditor of Receipts F. N. Johnson is a busy man. You'll see him working

WE MUST MAKE EFFORT EVEN IF GOVERNMENT NULLIFIES ENDEAVORS

While traveling on No. 8 recently between Jackson, Tennessee and St. Louis, your reporter overheard this bit of philosophy and requested permission to publish it.

President Tigrett: "Sometime before day this morning I was thinking that we should make this Railroad an institution of greater service."

Vice-Pres. White: "What we can do with it will depend largely upon the national transportation policy which is in effect. If the Government does not permit the railroads to earn a reasonable return, then this property not only will not develop but it will deteriorate."

President Tigrett: "Well, anyway, we can try. If we all exercise the proper initiative in the promotion of courteous service and the elimination of waste, then we have but to take our chances on whether or not the Government nullifies our efforts."

ALTON PASSENGER MAKES TICKET HISTORY

Passenger Agent O. E. Rudolph at Alton, Illinois, was too busy the other day to get the name of the lady who called over the phone and asked when the next Gulf, Mobile and Ohio Railroad train would leave for Mobile, The Alton Evening Telegraph said in a recent story.

The article went on to explain that Mr. Rudolph did ask the lady to identify herself at the Ticket Window when she came to purchase her transportation as he wanted to see the first customer to call the Railroad by its new name. She did identify herself and she was a Mobile woman returning home.

early and working late and he hasn't much time for idle talk in General Office hallways. But if you really want to stop a busy man, all you have to do is ask him about his little grand daughter Cheryl Ann Boling.

And we ask you, who wouldn't talk about such a cute little lady. She is two years and just as bright as she looks in the accompanying picture.
NO GREATER REWARD THAN TO EARN RESPECT OF FELLOW BUSINESS MAN

Dear Friends:

I have just received your Rebel News of the GM&O Railroad route that runs through our splendid city. I appreciate the pictures published in your paper of views of our city and also what you had to say about the city of Philadelphia.

I have been a resident of Philadelphia for forty-one years, your railroad having just been completed before I came. I have operated a large mercantile business for forty-one years and have received the greater part of my freight by your railroad, buying very little goods that are shipped by truck line. I have always felt that without the railroad we would be in poor position to compete with the mercantile world.

We have two splendid banks in Philadelphia with more than eight million dollars on deposit before we have started selling any cotton. When a great many other banks in the state went down during the depression, these two banks went forward, helping the agricultural and industrial people of this part of the state.

It has been a great pleasure to do business with your railroad for all these years and also to do business with your agent for so long a time, Capt. J. L. Lester, and also your agent now, Mr. E. V. Buckley.

With great respect to your railroad,
I am
Yours respectfully,

GEORGE W. MARS.

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IN PICTURE

TOP—Mrs. Clyde Smith, Jean Shire, Grace Gandy, Jacqueline Kuffakis, Peggie Bachar, Ethel Williamson and Lilian Huhner.

CENTER—Marie Sheffield, Gaillard Cassiday, Jacqueline Kuffakis, Doshie Brown, Mrs. R. A. Mc Cleery, Milton Booth, R. A. Mc Cleery, Helen Farmer, “Tootie” Byrd, Webb Reese, Chas. De Lage, Mr. and Mrs. Clyde Smith.


MOBILE ACCOUNTING DEPT. FISH FRY...

The Receipts Division of the Mobile Accounting Department had a big Fish Fry on Mobile Bay recently and the accompanying pictures, taken by Ed. Cox (Receipts Department) testify to the fact that a “good time was had by all.” The party was staged at the summer homes of Mr. and Mrs. Robert Mc Cleery and Chas. DeLage, which adjoin.

A huge bonfire was lighted on the white, sandy beach and there was singing and merry-making. The party is an annual affair of the Department. For those is the picture see left-hand column below.
LOCAL OFFICE GIVES
PARTY FOR VETERAN

James W. Canfield was the inspiration for a lovely farewell party given at “Floran” the summer home of Mr. and Mrs. Randall Bamanoff on Dog River, by the Mobile local freight office. He retired on Sept 1.

“Uncle Jim”, as he is known to his fellow workers, has been a valued employee of the GM&O for years, and Agent Lang says, it is with deep regret that we relinquish claim on him, although we all agree he needs a chance to “go places and fish,” which we hope he can now do to his heart’s content.

During the evening a delicious buffet supper was enjoyed, and several entertaining games were played. The climax of the evening was the presentation gift by Agent “Clem” Lang, to “Uncle Jim,” of a deep sea rod and reel, who aptly expressed his appreciation and regret at losing him, which loss will be felt by all of his co-workers.

An attractive station on The Alton is that at Dwight. Made of rough stone and of pleasing architecture it blends in with a picturesque town.

And at Odell an Alton freight thundered by giving signalmen J. T. Holmes and G. E. Grigsby of Bloomington a chance to test their installation.

The local crew was at Wilmington when the photographer came along and here you see the Agency force with part of the train crew. They are D. E. Wilson, W. D. Curtis, Conductor J. E. McDonald, J. B. Archibald, Lois Hibbner and J. W. Funk.

Here’s a section crew on The Alton snapped during the lunch period at Brighton. In the picture are: Section Foreman H. Stewart, Grover Yost, J. R. Jones, Charles Allen, Bob Whittaker, Fred Hermes, T. J. Stewart, H. Boker and Amil Bock.

MOBILIANS SNAPPED AT BLOOMINGTON

In Bloomington the other morning with Frank Lott (top left) your News’ correspondent ran across three Mobilians seated in front of the Hotel waiting for their ride to work in the Bloomington Accounting Offices. When J. W. Langham (bottom left) of The Alton arrived we asked him to pose with the group. They are top from left to right: Mr. Lott, Manager, Executive Offices Mobile; W. M. Green, J. E. Bressingham, Mr. Langham and V. E. Deimel. Mr. Green and Mr. Bressingham are traveling Representatives of the Accounting Department and Mr. Deimel, Auditor of Joint Facilities.

COMPANY HAS PAID
$195,000 TOWARDS
EMPLOYEE INSURANCE

The premium paid by employees for group insurance is fixed and does not change from year to year except as an employee's age changes.

The over-all cost of group insurance, however, does change. The premium paid by the Company each year is based on the previous year's experience.

The Company's total contribution to the cost of group insurance for employees during the years it has been in effect is one hundred ninety-five thousand dollars.