



May

THE FRISCO EMPLOYEES' MAGAZINE

827 FRISCO BUILDING :: ST. LOUIS

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THE FRISCO EMPLOYEES' MAGAZINE

The Frisco Employees' Magazine is a monthly publication devoted primarily to the interests of the more than 30,000 active and retired employes of the Frisco Lines. It contains stories, items of current news, personal notes about employes and their families, articles dealing with various phases of railroad work, poems, cartoons and notices regarding the service. Good clear photographs suitable for reproduction are especially desired, and will be returned only when requested. All cartoons and drawings must be in black India drawing ink.

Employes are invited to write articles for the magazine. Contributions should be typewritten, on one side of the sheet only, and should be addressed to the Editor, Frisco Building, St. Louis, Mo.

Distributed free among Frisco employes. To others, price 15 cents a copy; subscription rate \$1.50 a year. Advertising rates will be made known upon application.

Frisco Demonstration Train in 1913 Started Mammoth Chick Industry at Clinton, Mo.

Booth Hatcheries Ship 3,000,000 Chicks in 1926—6,000,000 Chicks Sent Via Frisco From Clinton in One Year

ONE of the first agricultural demonstration trains ever run on the old K. C. C. & S. Line (Frisco owned) from Kansas City to Springfield steamed its way out of the Clinton, Missouri, station on March 19, 1913, after having stopped there overnight. Its mission was to renew interest in poultry raising and fruit growing. There had been many talks made by experts, and a huge mass meeting held at the high school, and the program was repeated so all might benefit by it. Strawberry plants and settings of eggs had been given away to the persons holding the lucky numbers.

Royal Booth, a Clinton youth of eighteen years, and a student at the high school had drawn a setting of eggs the night before. His father and mother had always had a few chickens around the place, but they hadn't belonged to Royal.

He took an unusual interest in this one setting of eggs. They were his, and the expert had told him that they were from pedigree White Rock stock.

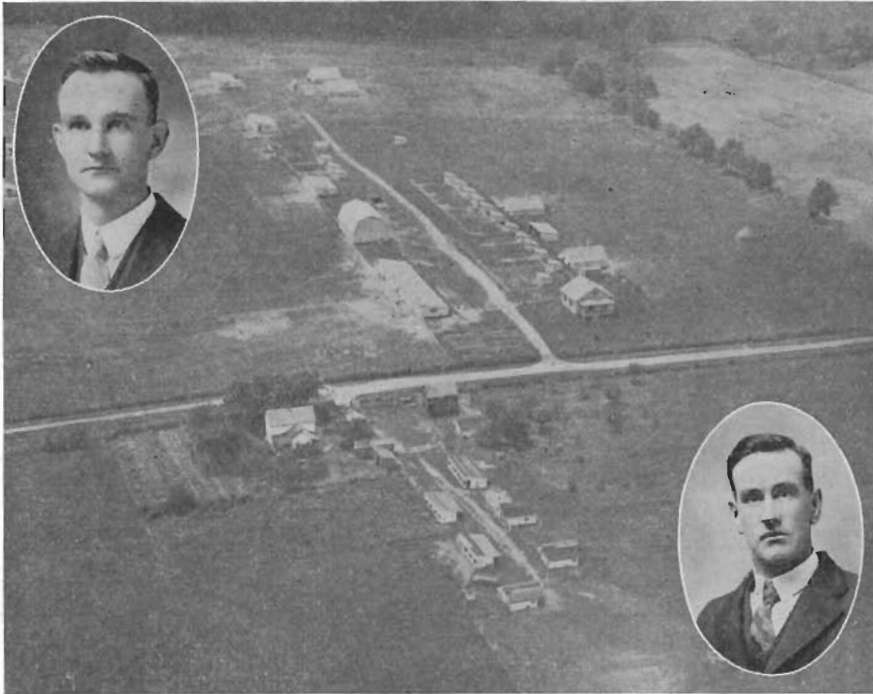
None of the hens around his home seemed willing to hatch the eggs for him, so he went to M. M. Kruse, section foreman for the Frisco at Clinton and asked for the loan of a setting hen!

Days of expectant joy passed—days when Royal planned and dreamed a dream of a big hatchery, and of hatching millions of chickens, instead of the few that, within a short time, picked the shells and fluffed out in downy fuzz.

Royal begged the family for a north room in his home and here he fitted up a little yard, with wire

fence, and cared for the chicks until the weather permitted him to make room for them outside.

At the end of the year he found that he had sold both eggs and chickens from his original setting, to the amount of \$700.00. The dream looked more real all the time!



The above airplane view is of the 30-acre Booth Hatchery farms at Clinton, Mo., on Frisco Lines. Insert in upper left-hand corner is of Royal Booth, who started the now famous hatchery in 1913. Insert lower right-hand corner, Rex Booth, who operates the business today in the absence of his brother.

And that was the start of the famous Booth Hatcheries, now a State accredited hatchery. A Frisco demonstration train—a kind Frisco section foreman who was willing to lend a hen—and a boy's big idea.

When Royal Booth looked over his business ledger for the year of 1926, he found that he had shipped in that one year, 3,000,000 chicks to every state in the union.

Booth must receive full credit for the hatchery business in Clinton.

Since his success, there has been a total of seven hatcheries, all originating from the idea of the Booth hatchery. The Linstrum hatchery of thirty-eight acres shipped a million and a half chicks in 1926, while the Bush hatchery, which had its beginning in 1919 shipped one million during the past year.

In other words, a total of over six million baby chicks were shipped out of Clinton, Missouri, during 1926, from the three above-named hatcheries, and from the smaller ones which are: Osage Valley, Golden Valley, Houk & Null, Spannegal and Burnham hatcheries.

Today the branch of the Booth hatchery in the city carries on a tremendous work. In the main building will be found five standard incubators, each with a

capacity of 47,000 eggs, and four with a capacity of 10,000 eggs each. It takes just twenty-one days for an incubator to hatch.

When the plant is going full capacity—during the months of March and April, 275,000 eggs are in the incubators at one time, and on Mondays and Thursdays, the heavy shipping days, as high as 30,000 baby chicks are shipped in a single day. Shipments begin as early as January, and the last consignment usually goes forward in November.

The farm, where the pedigree stock is kept, one and one-quarter miles from town, looks like a little city itself from the air. Forty-seven separate houses, arranged with yards, accommodate the 4,500 chickens, the pedigree stock, two thousand of this number being laying hens which supply the very purest eggs hatched in the town hatchery.

The most popular varieties found on the Booth farm are single comb Rhode Island Reds, White Leghorns and Barred Plymouth Rocks.

But during the first years, Royal Booth did not have this splendid lot of up-to-date equipment, and he remembers distinctly when he bought his first small incubator, and a second-hand one at that. During the early stages of the development of the Booth Hatchery, poultry experts found that baby chicks could live

around seventy hours without food or water, and besides, it proved that greater success was obtained from shipping live chicks, than in shipping eggs.

So the live chick business started in earnest. However, before Royal's enterprise demanded all his time, he worked at odd months for the Frisco on the section at Clinton, as did his brother, Rex.

Today this plant is one of the most efficient of its kind to be found anywhere. The hatchery proper is easily accessible to the railroad, and the farm, close to town, is reached daily by one or more of the Booth trucks.

To trace one of the baby chicks direct from the hatchery to maturity might be an easy way to explain the care and severe culling the flocks undergo before they are eligible to the pedigree class.

The baby chick is raised to laying size. Each house is equipped with trap nests, so a record may be kept of every egg laid. As the attendant takes the hen off the nest, he marks the egg which will be graded later.

Each pullet is weighed after she lays her first egg and the egg is weighed also. At the end of the year she is eligible for one of the classes in which all Booth

chickens are graded, the "C", "B", "A" or pedigree class. To be eligible to even the "C" class, she must lay 200 eggs in her pullet year. These eggs, as well as herself, must be above the standard weight, so that when she is eligible for the pedigree class, she is about the best in both weight and egg laying records that can be found on the farm.

The cockrels from these different breeds are loaned to the various poultry raisers, and the eggs produced are sold to the hatchery. They must all pass a standard test.

Royal Booth has spared no money or expense in getting the finest strain of each breed that could be found. In his pedigree pen of White Leghorns will be found a hen, imported from Canada, and last year's champion, with a record of 318 eggs in one year, all standard or above standard size. Another record from this hen is that all chicks hatched from her eggs lived and thrived.

The eggs are placed in long trays in the incubators, and are fixed so they can be turned easily, twice a day, that both sides may be exposed to the same atmospheric conditions. While a temperature of 99 degrees is maintained, a direct current of fresh air passes through the incubators all the time, and in warm weather it is piped from out of doors: The air is thereby

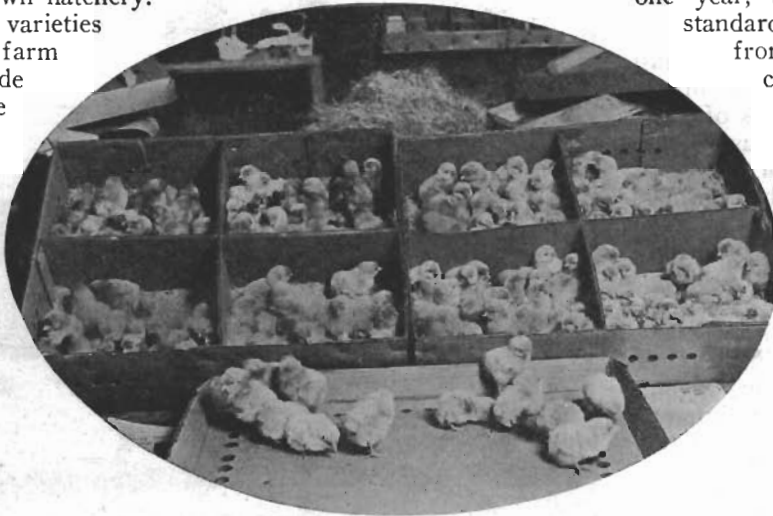
changed every three or four minutes. Each tray of eggs is marked with the name of the breed, and the name of the flock owner from whom the eggs were received, also the Booth number of the cockrel furnished that particular flock, and when the chicks are hatched, if they do not show the proper qualifications, no more eggs are purchased from that flock.

The chicks vary in price, from ten cents to twenty-five cents apiece, and are shipped in pasteboard perforated boxes, 25, 50 or 100 to a box.

The Booth Hatchery guarantees 100 per cent service, which means that every chick will arrive at its destination in excellent health and ready for nourishment and water.

Royal Booth, who first conceived the idea of a hatchery, answered the call of his country in the World War, leaving the hatchery to the care of his mother, father, sister and brother. He did not give his life, but he did give his health. He was gassed and since his return has spent much time in the West, while his brother and his efficient organization carry on the work. His office force numbers six, while some

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These chicks from the Booth Hatcheries, only a few hours old, will be packed in the two top-perforated boxes which were patented by a Clinton, Mo., man, and shipped to their destination, hundreds of miles away. One hundred baby chicks are packed in each box.

Ozark Strawberry Industry Began in 1887 With Organization in Blacksmith Shop

J. H. Foster, Original Organizer, Still Active in Work—13 Year Old Virgil Sapp Makes Remarkable Record

By C. B. MICHELSON, Farm Marketing Agent

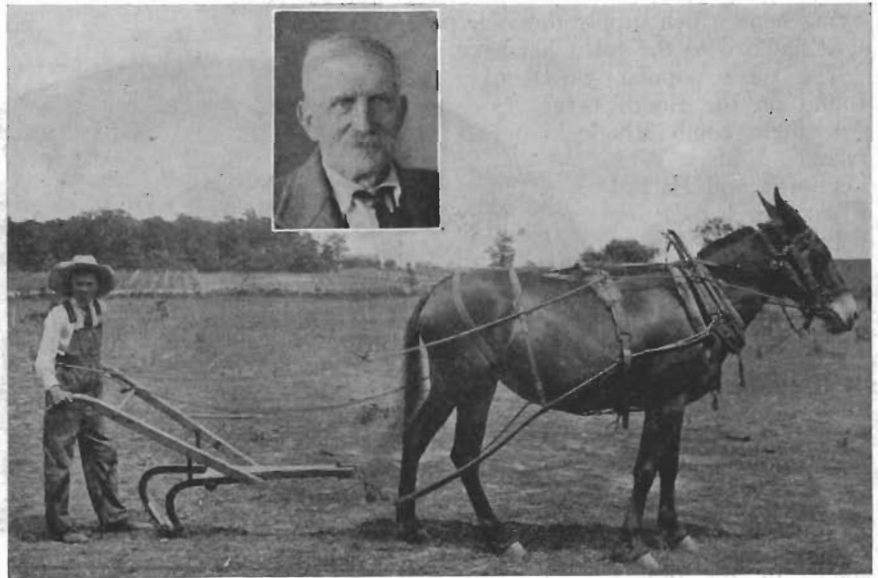
JUST a few miles from Sarcocie, Missouri, is an old blacksmith shop. Long ago the last shoe was nailed and clinched, the last plow share sharpened and the last wagon tire reset, yet it was in this building, back in the days of 1887, that the strawberry industry was begun and co-operative organization work among the farmers started.

Eight berry growers met in the shop to discuss their local problems and decided the time had come when they must work together. The result of this meeting was the first co-operative marketing organization in Missouri. It is interesting to know that this organization is still in existence, and from a membership of eight farmers and a total of 25 acres of berries, this little organization has grown to a membership of 550 berry growers, representing over 3,000 acres.

In this little blacksmith shop was developed one of the biggest industries in the Ozarks, and from the ideas and plans of this little handful of men over 40 years ago, the Sarcocie Horticultural Association was formed,—one of Missouri's strongest and foremost examples of true co-operative spirit and after which many similar organizations have been patterned.

Only three of the original eight men are still living, but their leader, Mr. J. H. Foster, is still with the organization and an active director though now past 71 years of age. Needless to say he believes in the berry industry, and in the spring of the year you may find him in his new strawberry patch giving it the intensive cultivation he has learned is so necessary to the production of a profitable crop. Space will not permit going into more detail with reference to the sterling character of this old gentleman who laid the foundation for the wonderful development that has taken place in the Ozarks. "Live up to your contract and do your duty by your brother farmers" is what co-operation means, in Mr. Foster's creed.

The strawberry development that has taken place in the Ozarks is a fitting monument to these eight pioneers of Sarcocie who had the faith and who set a world-wide precedent in the way of working together. It



Virgil Sapp, 13-year-old Exeter, Mo., farm boy, at work in his strawberry patch. Insert: J. H. Foster, founder of the Sarcocie Horticultural Association for strawberry marketing, in 1887.

is interesting to know that Sarcocie is the largest strawberry producing point in the State of Missouri and also during 1926, shipped more berries than any other station along the Frisco, a total of 257 cars. Her nearest competitor, Springdale, Arkansas, shipped 201 cars.

Strawberries, like many other fruits, are daily becoming more popular. Just a few years ago, the strawberry season was extremely short, lasting only for several months. Berries are now being shipped commercially from December until August. The first berries coming to the markets are shipped from Florida in early December by local express, packed in "pony express" refrigerators. Some of these early berries frequently sell as high as \$3.00 per quart on the wholesale market. The first carload shipments go forward from Florida during February and the season extends into March. The Louisiana crop is then ready for the market moving usually during March and April with sometimes as high as 200 to 400 cars daily. These Louisiana berries are usually packed in 24-pint crates and are of the Klondike variety. Early estimates from Louisiana this year forecast about 3,000 cars. The Louisiana movement is usually followed

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