

## BLACKWELL, OKLAHOMA, IS PROUD OF ITS ATTRACTIVE STATION

Blackwell, Okla., has a Frisco station of which it is proud. Not alone for the convenience and simple attractiveness of the station, but because of the amount of business transacted there each day and each month.

Joseph W. Hall, retired agent, living at Blackwell, tells us that the station for the past four years has "crowded the million dollar mark" in business each year. Mr. Hall adds:

"Not a foot of right-of-way along the tracks in the city that has not been leased and is occupied by a tonnage getting industry—grain elevator, oil well supply houses, hundreds of square feet of pipe yards warehouses, machine shops and so on. The Hazel-Atlas Glass Company uses four blocks in the eastern part of the yards; the Globe Oil and Refining Co., Blackwell Milling and Elevator Co. (400 barrels capacity daily); Ford Automobile warehouse; a large wholesale grocery, furniture storage warehouse, all on the Frisco tracks."

Blackwell has about 10,000 people

and is steadily growing, surrounded by oil and gas wells, producing wells being within a mile of the city.

The city has several miles of brick paved streets, cement walks, excellent water and electric plants, splendid sewer system and a "white way" in the business section. In addition, Blackwell has an unusual park system, county fair grounds, swimming pool and shade trees throughout the city's streets.

In the photograph at the extreme right (the picture being taken in front of the station) is Captain C. E. Schofield, a "thirty-year man" with the Frisco and now agent at Blackwell; then reading from his right, to the left (reversing the usual order of things) the group is: W. N. Hennicutt, chief clerk; Earl Norman, roundhouse foreman; A. E. Hughes, cashier; T. F. James, roadmaster; C. H. Kennedy, conductor; Lola Schmitt, stenographer; C. B. Derbelbes, traveling auditor; Leslie Yarbrough, yard clerk.



A FRISCO GROUP AT BLACKWELL

Reading from left to right—Leslie Yarbrough, yard clerk; C. B. Derbelbes, traveling auditor; Lola Schmitt, stenographer; C. H. Kennedy, conductor; T. F. James, roadmaster; A. E. Hughes, cashier; Earl Norman, warehouse foreman; W. N. Hunnicutt, chief clerk; C. E. Schofield, agent.

### "Why's and Won't and How's and Don'ts!"

You, if you have contributed to the Magazine have wondered sometimes just why your article did not appear. Or perhaps it was a photograph you sent in, which you thought very good, but it has failed to appear.

Let us give you just a little talk on pictures and articles. First let us say, this is your magazine, you who contribute. What you send in goes to make up the magazine—therefore the Editor has no personal feelings in the matter, and is eager to print

everything that it is possible to print which you send in. His one idea is—how to make the Magazine better.

Some copy that comes in is written in a mild form of Russian language, others Hungarian and still others—well, we don't know just what to define it. This must all be copied and when we fail to make out some of the sentences or the words, we are forced to lose the whole article. See? We want to print all you send in, but sometimes we can't. It isn't always possible to use a typewriter; but when necessary to write by hand, with pen or pencil, try to make it as legible as possible. Thanks!

Now—keep the date of the magazine ever before you, so that references to New Year, Xmas, etc., will not be "old stuff" in the issue in which you wish the article to appear. For instance, our Xmas number is out, so is the January one, and yet we are receiving copy which contains a lot of good wishes for Xmas and the New Year. God bless you! The Editor is going to keep every one of those good wishes himself, because he just can't print them in the February issue of the Magazine. See?

Another thing—perhaps your article is just like an article that is already in print; so it is not possible to use both and the one which is already in print is used.

Now pictures! There is a stack a mile high in the office of the Editor—not a name or a place of where they came from, who they belong to, or what they are about.

In the Magazine, there is only room for a very small number of photographs, hence a photograph has to tell a story—in other words mean something, before we can put it in. Many of these photographs which we have rejected and cannot reprint is due to having a black background. In other words, a photo must have high lights and shadows, clear cut, light background. The picture must be distinct to you, or it will be a blur when it is printed. If you cannot see the faces in a picture that you are looking at, it would not print at all in the Magazine. So many contributors ask for the return of the photo and put no name on it. It gets separated from the letter or story and cannot easily be located. Put your name and address on the back of all pictures you send in and we will guarantee to send them back.

This is your Magazine—you as employees send us in the material to fill its pages. We want to publish things of interest to each and every one of you, that is why we offer the above suggestions, for we want to print everything you send us. Just remember the above few suggestions when next you send in your copy and it will certainly be appreciated by the Editor, besides saving heaps of time, and perhaps disappointment to you.

### A Good Fuel Performance

D. L. Forsythe, general road foreman of equipment, calls attention to the following excellent fuel performance:

November 25, Train No. 937 Engine No. 30, from Amory to East Thomas. Engineer William Rooney and Fireman C. Humphries. Handled 1,704 tons, or 260,184 gross ton miles, 13 tons of coal or 131 pounds per 1,000 gross ton miles.

Also, on November 25, Train No. 332, from Wichita to Neodesha. Engine No. 1271. Engineer F. M. Galloway and Fireman R. J. Ringey, handling 194,000 gross ton, potential rating 175,000 tons. Engine consumed 8 tons of coal, which is the actual amount used on the trip, 82 pounds to 1,000 gross ton miles.

# Some Out of the Ordinary Facts About All Railroads

## DO YOU KNOW—

- What railway station in the United States has 1,000 trains a day?
- What railway station in France has 1,700 trains a day?
- What was the name of the first passenger car and where was it operated?
- What was the widest gauge ever used in track building?
- What is the standard gauge nowadays?
- When was electric lighting first introduced in passenger coaches?
- Where was the first sleeping car operated in the United States and on what railway?

Ask F. E. Clark—He Knows.

**B**E NOT discouraged if you know the answers to few or none of the above questions. For we will whisper a secret, no one in this office could answer all of them until he had read the information supplied by F. E. Clark, division passenger agent, Frisco Lines, at Joplin, Missouri.

Not long since, Mr. Clark was called upon to make a "trade talk" before members of the Joplin Rotary Club. He responded by giving them "something different"—something which contained real information. So interesting were many of the facts disclosed by Mr. Clark that we asked permission to reprint a part, at least, of his talk; believing it will be of equal interest to the readers of the Frisco Employes' Magazine.

Mr. Clark says:

"Before relating some of the outstanding features of railroad history mention might be made of the fact that at the present time the world has 741,000 miles of railroad and of this total the United States has over one-third. The total mileage of tracks, including second, third and fourth main tracks, sidings and yard tracks in the United States is sufficient to lay sixteen single track railways around the earth at the equator and have more than enough left to build a branch to the north pole.

### FIRSTS

"The first graded railways were built by the Romans with two parallel lines of dressed stone 'rails.' There seems to have been little further development until early in the sixteenth century when graded roads with wooden rails were built from mines near Newcastle in Northern England to harbors on the Tyne, on which coal was transported in bulky mine carts on rollers which, with loads of four or five tons, could be pulled by one horse. These gradually passed through the many evolutionary periods of iron straps on the wooden rails, cast iron rails, wrought iron rails, etc., to rolled steel similar to those in general use now. The first "T"

rail and hook-headed spike, such as are now in universal use in this country, and quite generally elsewhere, were invented and used in 1831 by Colonel Robert L. Stevens, president of the Camden & Amboy Railroad Company of New Jersey. The first flanged wheels, similar to those in use now, were invented and used about 1800 by William Jessop of Derby, England. The first railroad in the United States was a tramway with wooden rails on Beacon Street, Boston. The first charter for a railroad in the United States was secured by Colonel John Stevens in New Jersey in 1815, but the road was not built. But in 1823 he secured a charter for the Pennsylvania Railroad Company from the Pennsylvania legislature. This road was built and formed the nucleus of the present great eastern system of that name which seems to have the honor of being the first chartered steam railroad in this country. The first steam railroad opened for traffic was the Stockton & Darlington in Northeastern England and now a part of the London & Northeastern, September 27th, 1825. The first train on this road had twenty-two wagons, as they called them, filled with passengers, and twelve wagons loaded with coal and made as high as fifteen miles per hour. They must have had "Safety First" committees then as now because they sent a signalman on horseback ahead of the train. The fare was one shilling and passengers could carry fourteen pounds of hand baggage in the wagon with them free. In other countries railroads were first placed in operation as follows: Austria, 1825; United States, 1826; France, 1828; Belgium, 1835; Russia, 1838; Netherlands, 1839; Italy, 1839; Switzerland and Denmark, 1844; Canada, 1847; Spain, 1848; Mexico, 1850; Sweden and Peru, 1851; Chile, 1852; Norway and India, 1853; Portugal and Brazil, 1854; Australia, 1855; Turkey, 1860; Paraguay, 1863; Argentina, 1864; Venezuela, 1866; Uruguay, 1869; Greece, 1869 and Columbia, 1880.

"The first steam locomotive of practical service in moving cars on a railroad track was built by Nicholas

Cugnot, a Frenchman, in 1769, and was designed to haul artillery. In 1804 Richard Trevithick completed the first successful steam locomotive for use on a railroad for general transportation purposes for the Merthyr & Tydvil Railroad in Wales, but it was more expensive than horse-power. In 1813, William Hedley built two locomotives and named them "Puffing Billy" and "Wylam Dilly," for hauling coal near Newcastle, England, and in 1814 George Stephenson's first locomotive, the "Blucher," drew a train of eight loaded wagons weighing 30 tons up a grade of one in four hundred and fifty. The first high speed locomotive of modern design, the "Rocket," was built by George and Robert Stephenson for the London & Manchester R. R., in 1829. The first practical steam locomotive to run in the United States was the "Stourbridge Lion," built in England and first operated in the United States August 9th, 1829. The first successful steam locomotive built in the United States was the 'Best Friend,' built by the West Point Foundry in New York in 1830, and put in service that year on the South Carolina Railway, now a part of the great Southern Railway System. It had a short career, however, because the engineer, becoming annoyed by the steam escaping from the safety valve, tied the valve down and the engine and engineer were blown to 'Kingdom Come.' However, modern railroading commenced on the Darlington & Stockton R. R. in northeastern England in 1825.

"The first 'common carrier' railroad was the Surry from Wadsworth to Croydon, England, which in 1801 opened its service to the general public for both freight and passenger business on payment of 'toll' as they then called it.

"The first general government railway regulation law was passed in Austria in 1838 and provided for private ownership and operation and for guarantees by the state of interest on the cost of construction. It limited dividends on shares to fifteen per cent and absolutely prohibited the construction of parallel lines. The first British general government regulation law was passed in 1848 and was administered by the Railway Commissioners. The British government had established a railroad department in 1842, however. The first general regulatory law governing interstate and foreign transportation by railroad in the United States was enacted in 1887, and its administration largely given to the Interstate Commerce Commission which was created by that law.

#### POLICIES AND PRACTICES

"Until 1870 only small connecting, but not competing lines were permitted to consolidate in the United States. In the British Isles and continental Europe such consolidation commenced much earlier. Every-

where there was opposition to consolidation, which eliminated competition to any appreciable extent and in all countries laws were passed to prevent such consolidations, but the natural laws of commerce finally prevailed everywhere so that, with the exception of the United States, railroads are pretty generally encouraged or forced to consolidate to the extent of a monopoly of certain territory by each system, trusting to government regulation to prevent excessive rates. Under the Transportation Act of 1920, all the railways of the United States are encouraged to consolidate into a few large systems of approximately the same earning power in their respective groups but the Interstate Commerce Commission must see that a healthy competition between the systems serving approximately the same territory is preserved. The various large systems are not permitted to enjoy a complete monopoly as is generally the case in the British Isles and in continental Europe, because the systems will overlap to such an extent that two or more will occupy and serve the same large divisions of territory. January first, 1923, all the railroads of England, Scotland and Wales were consolidated into four systems, each having practically a monopoly of its territory. All lines in the British Isles are privately owned and operated. Generally speaking, the policy in Europe is, "Whenever competition is possible, combination is inevitable." In France the lines are mostly privately owned and operated, but are under very strict regulation of the French federal government. They were originally planned by government engineers. As a result, France possesses the only railway system in the world which was intelligently conceived from the outset as a unit, which was scientifically planned and laid down by competent engineers working together to a common end and which was built as a whole. In exchange for the control exercised by the government it guarantees dividends to private owners. For example, the Northern line is guaranteed a minimum of thirteen and a half per cent, while the point beyond which the government shares in the excess is twenty-two and one tenth per cent. In this country there is no guarantee of dividend but the government receives fifty per cent of all earnings in excess of five and three-quarters per cent. A policy similar to that in vogue in France prevails to a large extent in the other so-called Latin countries of Europe and also to some extent in other foreign countries except that there is a much larger percentage of government-owned lines in other countries. For instance, in Germany ninety-three per cent of the railroads are owned and operated by the government. In Italy most of the lines are state-owned but privately operated. In those European countries where there

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# Tools and Materials Cost Money—and a Bit of Waste Means Much

**H**AVE you ever stopped to consider the value of the tools and materials you use in your daily work? We are talking now to the employes of the track department, but it goes for everyone.

The other day the editor of the magazine was in the office of the vice-president of purchases, Mr. B. T. Wood, and this subject was being discussed.

It was interesting. Few of us probably realize what value is possessed by the tools used in our daily work. Of course, in this little story we are citing only the value of those used in this one department of maintenance of way. But as you read this, think of the value of the tools used in your own daily work. Perhaps your "tools" consist of typewriter ribbons, stationery and the like. None the less, they are valuable. No material whatever should be wasted.

We asked Vice-President Wood to give us the cost, at the time of this writing, of some of the materials used in the track department. He complied, and added, "I believe no one wastes material intentionally. I have found the average man anxious and eager to help his company save. But oftentimes, with all of us, a bit of carelessness, the mislaying and consequent loss of a tool means considerable, if one would stop to think that perhaps many such cases of tools being mislaid might be found in a single month."

The cost of some of the materials used is as follows, the cost in each instance being that at the General Stores Department in Springfield:

### MATERIALS

Continuous joints for 90-lb. rail, per joint.....	\$ 2.40
Angle bars for 75-lb. rail, per pair.....	1.48
Bolts for 90-lb. rails, each.....	.76
Bolts for 75-lb. rail joints, each.....	.048
One track spike.....	.017
Nut locks for one-inch track bolts.....	.014
90-lb., 15-ft. switch point.....	19.97
75-lb., 15-ft. switch point.....	18.92
Switch rod (No. 1) non-insulated.....	7.90
Switch rod (No. 1) insulated.....	10.90
Connecting rod, 5-ft., 6-in. long.....	2.40
Frog bolts .....	.14 to .64
Rail anchors .....	.25
Tie plates for 75-lb., 85-lb., and 90-lb. rails.....	.21
Boat spikes, 3/8x8 inches.....	.016
Bridge washers .....	.045
Fence staples, per pound.....	.04

Nails, per pound.....	.04
Barbed wire, per pound.....	.04
26-inch woven wire fencing, per rod.....	.30
Crossing plank, 3 1/2x10x12 inches.....	1.03
Fence posts—	
7-foot, split post.....	.15
7-foot, cedar .....	.19
7-foot, treated .....	.35 1/2
7-foot, Bois D'Arc .....	.21
Farm gates .....	5.39
Portland Cement, per sack.....	.57

### TOOLS

	Each
Adzes, with handles .....	\$1.54
Adze handles .....	.16
Axes, chopping, with handles.....	1.21
Bars, claw .....	2.82
Bars, lining .....	1.76
Bars, tamping .....	.74
Brooms, rattan .....	.29
Chisels, track .....	1.29
Handles, extra for axes.....	.16
Handles, extra for picks.....	.13
Handles, extra for spike maul.....	.08
Hoes, scuffle .....	.68
Hooks, brush .....	.91
Jacks, track .....	8.64
Levels, track .....	2.33
Mauls, spike with handles.....	1.06
Picks, clay .....	.46
Picks, tamping .....	.64
Scythes, briar or grass, complete.....	1.92
Shovels, track .....	1.00
Shovels, scoop .....	.89
Track gauges, 4 ft., 8 1/2 inches.....	2.00
Wrenches, monkey .....	1.14
Wrenches, track, No. 1.....	.87
Wrenches, track, No. 2.....	1.35

### We Hate "Don'ts"—But

- Don't use defective tools.
- Don't put anything on your machine that may jar loose or roll off.
- Don't neglect to assure yourself that safe measures have been taken before proceeding.
- Don't forget to wear goggles when working around machinery.

# TRIO OF PRIZE WINNERS RECEIVE FUEL CONTEST CHECKS

Luther Morford, locomotive fireman, Harry E. Davies, engineer and G. A. Hopkins, locomotive fireman, were the prize winners in the contest for the best papers on "fuel saving" suggestions, prizes being awarded in the order named.

To Mr. Morford went a check for \$200, to Mr. Davies one for \$100, and to Mr. Hopkins a holiday check for \$50. But greater to each of them

stood to their feet while this presentation was being made and loudly cheered the winners in a very whole souled, heartfelt manner. Morford, in replying, made a statement that affected every man present, saying that he proposed to take one-third of his check and use it to aid a number of poor people in having a real Christmas, people who would otherwise have nothing. I am glad to state that

sires to continue them. It is my idea that the best method of saving fuel is to get everyone interested in his work.

Everyone, especially the officials, must have a keen desire to promote fuel economy from every standpoint. They will then strive for co-operation from all departments—the waste of one or two careless employes will be a burden that requires a dozen or more to overcome. To get co-operation they will create keen rivalry among employes of all departments, and interest will be maintained through fuel conservation meetings.

Employes in official capacity, at a number of fuel meetings, have asserted, "I know nothing much about saving fuel, but do know other things in connection with railroading 100 per cent." This is not true for there is no railroader who does not have a great deal to do with the saving of fuel, regardless of whether or not he realizes it. A little thought will show him fuel, time or material being wasted and he can, if interested, suggest something that will save at least a part of the waste. The expression referred to, especially if made by an officer, has a tendency to retard interest—it indicates lack of interest.

Good ideas offered or suggestions made at fuel meetings should be given due consideration as the employee is discouraged if no trial is given or explanation offered as to why it is not practical and this results in loss of interest. If, for some reason the good idea cannot be adopted, he should be told of condition preventing and at the same time encouraged to offer other suggestions.

There is always room for improvement, even where power and facilities are good—there are many little things that the men see daily that



E. E. Carter, Assistant Superintendent; W. B. Berry, Master Mechanic, Kansas City; Fireman Hopkins, Superintendent Brown, Frank Ellis, Road Foreman of Equipment.

than the checks is the knowledge that their efforts have been rewarded by the highest possible commendation from President Kurn, General Manager Fraser, Fuel Agent Collett and others of the Frisco official group.

Presentation of the first two checks was made by C. H. Baltzell, superintendent of the Southwestern Division. We are advised that it was the intention of Mr. J. H. Fraser, general manager, to make the presentation personally, but at the last moment he was prevented, by the press of other business, from being present. Fireman Hopkins was presented with his check at Neodesha, Kans., by H. H. Brown, superintendent of the Northern Division.

In writing of the winning papers, General Manager Fraser said, in part: (on being advised of the interest shown and the number of men present at the presentation ceremonies):

"Does this not show a wonderful spirit; and is it not a very distinct manifestation of the big heartedness of so many of our employes? I think it is more than splendid."

Mr. Baltzell says of the occasion: "It was a great occasion. The 55 railroad men that met at this time

Mr. Morford carried out his intentions and is supremely happy in being able to help others."

And, of course, having won two of the prizes on the Southwestern, Mr. Baltzell adds:

"We are very glad to report that the Southwestern Division continues to hold first rank in fuel economy in freight service."

In the photograph herewith is shown the presentation at Neodesha of the \$50 check to Fireman Hopkins by Superintendent Brown.

The papers winning the prizes are as follows:

"Interest, as a Fuel Saver"

By L. R. Morford, locomotive fireman, Sapulpa, Oklahoma.

"Fuel Conservation"

By Harry E. Davies, engineer, Monett, Missouri.

"Fuel Economy"

By Guy A. Hopkins, fireman, Neodesha, Kansas.

## FIRST PRIZE

Interest, as a Fuel Saver

By L. R. Morford, Sapulpa, Okla.

Fuel conservation campaigns save fuel, and the Frisco management de-



L. R. MORFORD,  
1st Prize Winner