

Retiring Veteran Spent First Christmas in America Almost Without Friends—and Lonesome

Conrad Goehausen, Former Asst. Auditor of Freight Accounts, Came From Germany as Young Man—First Employment in St. Louis Saloon

ON a cold December morning in 1886, the "handyman" in a combination saloon and grocery store on North Broadway, St. Louis, Mo., hesitatingly opened a letter. It was one of the few that he received. He was a German immigrant boy, twenty years of age, and only three weeks before had landed in New York City with barely enough money to get him to St. Louis.

and then spent a few short hours at night school where he learned English only to return to work until late at night.

When he retired to the small room upstairs over the saloon it was sometimes one and two o'clock in the morning.

To Cape Girardeau

And so he left his work and went to his uncle in Cape Girardeau. He

farm house, with its new-fashioned Christmas, putting behind him his longing for his home and his father, and buckled down to the tasks before him.

This boy is now the man, Conrad Goehausen, retired assistant auditor of freight accounts, who left the service October 29.

"I cannot help but compare that first Christmas in Cape Girardeau with the one we will have in 1925!" he said. "Our two sons will be with Mrs. Goehausen and myself—and there are grandchildren. There will be a big dinner and presents and, most of all, happiness which I could never have found in my little birthplace," he added.

"Some day I intend to go back. My father is dead, but I want to visit the little village again, although I have never experienced such loneliness as I did on my first Christmas with my uncle."

Born in Germany

Mr. Goehausen claims the little city of Werl Province, Wesphalen, Germany, as his birthplace. On June 18, 1866, he began his unusual career. His father was a tailor in the little city but at the time of his birth was off to war and did not return until his young son was eighteen weeks of age.

At leisure moments a boy friend and he would discuss the wonders of that nation across the sea—America. It assumed great proportions in their lives and they finally decided to seek their fortune in the new land, much against the wishes of their parents.

After landing in New York, Mr. Goehausen came direct to St. Louis, where he worked a short time before his experience on the farm of his uncle. On his return to St. Louis from the farm he secured employment as a German correspondent—and later as a bookkeeper.

To Frisco in 1890

On August 8, 1890, he was hired by the Frisco as a journal clerk in the auditor's office at St. Louis. He has a fine mathematical brain and soon mastered his first position, and was promoted to the positions of revising clerk, then claim rate clerk, chief claim clerk; second assistant auditor, freight accounts in charge of overcharge claims; auditor of overcharge claims, and finally assistant auditor freight accounts.

On October 7, 1891, he was married

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Conrad Goehausen, seated at his desk above, was retired October 29 as assistant auditor of freight accounts, St. Louis, Mo. He came to America from Germany in 1886, as a boy of twenty, and spent his first Christmas in America at Cape Girardeau, Mo., with an uncle.

The letter was from an uncle at Cape Girardeau, Mo., and after struggling with the strange English script for many minutes, the immigrant boy finally made out the message. It was in answer to a letter which he had written painfully a week before to the uncle, Mr. Adolph Tacke, his only relative in America.

"The money for your passage to Cape Girardeau is enclosed," the letter said. "I have a job for you on my farm. Come as soon as possible." That was all.

It did not take the German boy long to make up his mind. The hours in the saloon were long, from early dawn he worked until evening as assistant barkeeper, odd job man and waiter

arrived at a time when things were bustling in preparation for the holidays.

On Christmas Day the aunt and uncle with whom he resided sent their children to the little schoolhouse to enjoy the Christmas exercises, but the little foreigner remained at home, for he could neither understand nor talk their language.

Finally, with a bursting heart, he went into the woods, sat down in the snow under a big fir tree, and cried tears of loneliness.

But a cry now and then never hurts, and when he had finished, he found that the tears had failed to dampen his ardent desire to make good in the new country, and he returned to the

How the Iron Horse Is Groomed by the Stable Boys — a Story of Motive Power

Many Operations Necessary on Locomotives Between Runs—Thorough Inspections Insure Service and Safety on Frisco Lines

By F. W. LAMPTON, General Foreman, South Springfield Roundhouse

A FRISCO was suggested this article be named "The Grooming of the Iron Horse by the Stable Boys". It would be a most appropriate title for this story on the handling of a huge oil-burning locomotive from the time it is cut off the train at the station and brought to the roundhouse for attention, until it is returned, ready for a trip.

The average person knows that there is a roundhouse and that the engine must be given attention, but aside from that, information is vague as to just what work is undertaken before the engine is again reported, "ready for service".

This article will follow the engine through the different steps, and show the intricate and detailed work necessary for every turning.

Inside Hostler First

When the engine arrives at the roundhouse, the inside hostler, usually called the "roundhouse hostler", moves the engine to the oil crane. There the helper measures the oil to see what it will take to fill the tank again to the requirement of four inches less than a tank full. This allows for the expansion of the oil when it is heated by a steam coil. A record of this oil is taken for fuel reports. The oil tank on the 1500 class holds 4,500 gallons of fuel oil.

After this operation, the engine is moved to the blow down boxes, where it is given a good blowing out to remove some of the scale found after evaporating nearly 40,000 gallons of water on a 238-mile trip. The blow down boxes are located in the rear and constructed to catch the discharge from the blow-off cocks and carry the same away to the sewer.

After the boiler is blown out, the engine is moved to the locomotive shower bath, which in reality is a washing machine where a man on each side of the engine, holding a long-nozzled hose, washes the engine thoroughly with a combination of steam, hot water, air at a high pressure, and a small amount of oil. The oil leaves the surface polished, after removing the dirt and grease. The top of the oil tank is also washed off to remove any oil that might find its way to the top and create a hazard for the fireman in walking over it.

This operation removes all grease and dirt and the engine is now cleaned and ready to be taken to its stall in the roundhouse where the mechanics begin their work.

Work of the Mechanics

The cellar packer goes over the lubricating cellars of the entire engine. He inspects the packing, both grease and dope, and repacks the cellars that need it; also inspecting the bearings to see if they are running cool.

The rod cup filler fills the grease cups on all the rods of the locomotive.

To the gentleman or lady who steps aboard a Frisco train and enters a spick-and-span Pullman car for a smooth and pleasant journey, the motive power which will shortly take the train out of the station means little. That powerful iron monster "up ahead" is a taken-for-granted thing. It is necessary—it is there—it will perform as it has always done. But what of the endless work of inspections, oilings, tunings, reports, conditioning all around, that is done between the time the locomotive comes to the roundhouse after one run until it is "ready for service" on another? The story is hidden in the smoky interior of a roundhouse where overalled experts do their work, silently and efficiently. This story, presenting a panorama of the co-operation and careful attention which a locomotive receives from Frisco employes is dedicated first to these loyal workmen.

But the Editor hopes it will come to the attention of many Frisco passengers. He commends it to them without reservation.

—W. L. II., Jr.

He has twelve of these cups to fill on the rods and grease cups on both crossheads.

After the fire has been turned out of the fire box for a period of five to seven hours, long enough to let the five ton of fire brick to cool off, the boiler washer removes twenty-three washout plugs and gives the boiler a good washing out with a large hose and hot water under 120-pound pressure.

The washout plugs are then cleaned off, replaced and tightened up, and the boiler is filled and made ready for the fire builder.

A man is assigned to the work of opening up all the water gauges on the locomotive to see that they are free from any scale or sediment and

to see that the water functions properly. He also stops any leaks in the cab fittings.

After the boiler is washed, the flue borer cleans out all the carbon which has formed in the brick lining of the fire box that should have been drawn through the flues by draft caused by the exhaust from the engine and the flues are blown out with compressed air.

When the engine is working hard and at a moderate speed, this exhaust removes all soot from the flues so the engine will steam freely. The soot in the flues is a non-conductor of heat and causes an engine to burn more oil. **Inspectors Follow Workers**

The flue borer finished, the man who inspects the front end of the locomotive, the ash pans or brick pans, goes over the engine to see that all fire appliances are tightly in their proper place.

The boilermaker inspector then makes his inspection of the fire box to see that the engine is ready for a fire when needed.

The locomotive inspector goes over the entire engine with a hammer, taps each nut and bolt, and sounds the different parts of the locomotive to see that everything has been taken care of.

While the engine is in the roundhouse, a wiper cleans the cab windows until they shine and wipes the outside of the cab, while another wiper cleans the locomotive jacket, polishes the bell, cleans and wipes the cylinders and jackets.

The lighting system is carefully looked after and all lights are tested out while the engine is in the house by the electrician, who takes care of the generating plant, all fixtures and wiring.

The carpenter may also have a window glass to apply, or perhaps a cushion to upholster on one of the seat boxes.

The pipe man always tests the sanding devices on the engine, so it will not slip under a heavy pull.

If the locomotive should need its front end painted while in the roundhouse, this is done by a locomotive painter, who operates a paint spray.

If the locomotive should have a broken spring hanger or require a new pair of engine truck wheels, the spring gang handles this line of work.

If the tank needs some new tank wheels or the brake rigging needs re-
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Influence of Freight Rates on Prices Paid Cotton Grower Is Negligible, Survey Shows

Exhaustive Report Compiled by Bureau of Railway Economics Proves Fallacy of Theory Advanced by Some Politicians—Two Cotton Seasons Studied

CONSIDERABLE controversy has waged throughout the United States concerning the effect of freight rates on prices of various commodities. For years politicians and legislators of a certain sort have waged a steady war on the transportation companies, claiming that the "high" freight rates worked a hardship on growers and manufacturers alike—and through them on the public.

An exhaustive study of the 1923-24 and 1924-25 cotton seasons of August to February inclusive has just been completed by the Bureau of Railway Economics at Washington, D. C., with a view of determining the existing relationship between prices paid to growers of cotton and the cost of transporting that commodity to consuming mill centers, principal ports of export, and other natural destinations.

Great pains were taken in the survey and 117 origin points were selected in the largest cotton producing sections for the 1924-25 season. On Friday of each week during the season actual prices of ginned cotton in bales were secured through local railroad agents, from growers, buyers and merchants. The freight rates used in the study cover actual movements of cotton, and the study considers all fluctuations in the measure of the rate during the entire period surveyed.

The results of the survey should effectively hush the mewlings of the sensational legislator and politician—and prove to the public, the grower and the manufacturer in equally effective terms that freight rates have a negligible influence on prices paid for the commodity.

Many Times Greater

The report shows generally and in many particulars that the fluctuation in prices paid to growers for cotton amounts to many times the freight rates to consuming markets, ports of export, and other natural destinations.

For example, Fall River, Mass., the most important city in the United States from a standpoint of cotton manufacture, located in the heart of the New England cotton milling territory, was selected as a representative point in the manufacturing region most distant from the producing area.

By combining the two cotton seasons of 1923-24 and 1924-25 the survey determines that the spread in price, between low and high, for the two periods was, on midling cotton, \$14.40 per hundred pounds, at Headland Ala-

bama, or more than 12 times the freight rate in effect from that point to Fall River at the end of the 1924-25 season.

The spread in price at Lonoke, Ark., was \$13.50 per hundred pounds—more than 10 times the freight rate to Fall River.

The spread at Bristow, Okla., was \$10.25 per hundred pounds, or more than 6 times the rate to Fall River, and at Marion, Tex., the spread was

The effect of this treatise on the vital topic of the freight rate and its relationship to a certain commodity will be of interest to every thinking railway employe. For several years we have heard a great to-do about freight rates and the influence which they exert upon all phases of the nation's business. This report treats only one commodity, but its inference is plain as to the effect of freight rates upon the grower or manufacturer and the public.

—W. L. H., Jr.

\$16.00 per hundred pounds or more than 10 times the cost of transporting the cotton to Fall River, Mass.

Examples taken from the survey could be multiplied time and again to show that the spread in prices during the two seasons from a minimum of \$8.00 to a maximum of \$16.38 per hundred pounds, or from 5 to 13 times the freight rates to Fall River from the selected origin points. The same general condition is found true in shipments to nearby consuming markets and ports of export.

At Collins, Miss., for example, the spread in prices amounted to 15 times the highest freight rate in effect during the period to Columbus, Ga.; more than 23 times the export rate to New Orleans and more than 36 times the freight rate to nearby destinations, such as Hattiesburg and Jackson, Miss.

Fluctuations Are Irregular

Another important point developed by the survey is that the fluctuations in prices are highly irregular, occurring from week to week, and that no uniformity exists in the fluctuation from one week to another even at points in the same general territory.

On August 22, 1924, at Athens, Ala., the survey shows, the price paid to the grower for middling cotton was \$27.50 per hundred pounds; on August 29, 1924, the price was \$23.50; on September 19, 1924, \$20.75; or a decline

of \$6.75 per hundred pounds in a period of less than thirty days. This fluctuation amounted to many times the freight rates from Athens to principal cotton consuming points in the United States. At points in this same territory, on the identical kind and grade of cotton, using at all points selected the same week as a basis of comparison, price advances varied from 25 cents to \$1.50 per hundred pounds.

Two factors enter into the establishment of prices paid for cotton, the survey shows, neither of them a freight rate matter.

Quality and grade; and the law of supply and demand, are the two factors, the Bureau of Railway Economics found, and the survey pointed out that the latter operated both in the markets of the United States and abroad. In no way did the freight rate enter into the proposition.

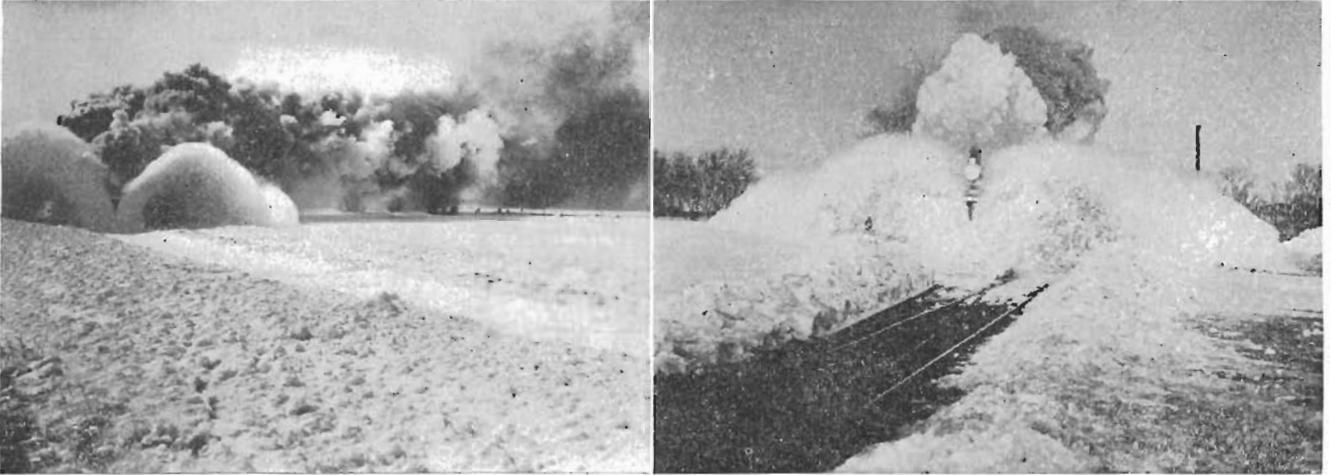
Figures compiled by the U. S. Department of Commerce show that the United States consumes less than one-half of the domestic production of cotton, and the amount of production abroad and the demand in foreign markets are, therefore, highly important factors in regulating prices paid to American cotton producers.

There were, it is true, a few changes in freight rates during the period studied, but in almost every instance the freight rate revision was downward instead of upward—and irrespective of these changes, the price fluctuations amounted to many times the measure of the highest freight rates in effect during the period. The general range of prices during the 1924-25 season was considerably lower than during the 1923-24 season, and the study of actual prices paid at points from which rate reductions were made shows that no advantage resulted to the cotton grower in increased prices for his goods.

It is important to note that no freight rate changes were made during the period covered by this survey from a large percentage of the origin points to the various selected destinations, yet the same erratic fluctuations in prices occurred at these unchanged-rate points as at all others.

To the growers, the shippers, the manufacturers, the general public, and particularly to the "howling dervish" politicians, the Frisco Employes' Magazine wishes to point the inescapable fact that economic factors other than transportation costs control the prices paid the cotton growers.

Frisco Engines May Do This Again Soon



THE two scenes pictured above are ancient history on the Frisco now—but Frisco engines may have similar tasks of “snow-bucking” before spring is here again. These photographs were loaned the Magazine by W. L. English, supervisor of agriculture, and were taken in March, 1912, near Ellsworth, Kansas. In the picture at the left, four engines, Nos. 343, 345, 346 and 158 are driving the plow through a seven-foot drift, the last of many before reaching Ellsworth from the south on March 10. The drift pictured is a small one, since several encountered on that eventful day were twelve and fourteen feet deep. Five days later the second picture (at the right) was taken. The first of three engines on the snow plow is shown as the last drift is being removed from the passing track at Ellsworth. Both photos by H. E. High of Ellsworth.

PASSENGER MEN MEET

New Orleans Scene of Sixty-ninth Annual Conference A. A. of P. T. O.

John N. Cornatzar of Frisco Elected Vice-President of Oldest Railway Body

THE American Association of Passenger Traffic Officers, parent organization of seven territorial associations, met October 27-29 in the St. Charles Hotel at New Orleans for its sixty-ninth annual conference. The association is the oldest railway organization in the world, and draws its four hundred members from railways of America, Canada and Mexico.

Matters bearing upon traffic were discussed, and the problem of bus and truck competition to railway lines came up for deliberation and discussion.

Mr. John N. Cornatzar, passenger traffic manager of the St. Louis-San Francisco Railway, was elected vice-president, succeeding Mr. L. W. Landman, passenger traffic manager of the Michigan Central Railroad, Chicago, who was elected president. Mr. W. C. Hope, passenger traffic manager of the Central Railway of New Jersey, New York City, was elected secretary.

Railway men of St. Louis are in hopes the invitation extended the association by the Convention Bureau of the St. Louis Chamber of Commerce to hold its seventieth conference in St. Louis in 1926, will be accepted. The convention city and date will be chosen by the executive committee later in the year.

“Meteor” Held and Operating Schedule Suspended While Engine Races With Death

Valiant Effort Made by Crew to Save Life of Girl Who Crawled Under Freight Train

THE hand of compassion entered the routine system of railroad operation on Thursday night, November 5, halted a section of the St. Louis-San Francisco Railway System and held one of its crack trains for more than two hours while a freight locomotive roared over steel rails in a race with death.

Engineer Charles Hagan and Conductor W. C. Prunkard, both of Sapulpa, Okla., brought a long freight train into Chelsea early Thursday night, November 5.

While the train was halted at Chelsea, Josephine DePeu, 15-year-old daughter of Mr. and Mrs. W. E. DePeu of Chelsea, approached the crossing on her way home from church.

With the carelessness of youth, she scrambled under the cars in an attempt to reach the other side—but the train started while she was between the rails and both her legs were severed at the knees.

There is no hospital at Chelsea, and medical attention was imperative.

Shunting 73 freight cars to a siding, the crew placed the conscious and suffering girl in a caboose, and the engine of the freight train, with

Hagan in the cab, began its swift journey to Tulsa, 40 miles away.

In the caboose with the girl were her father and Dr. J. T. Gray of Chelsea.

As the roaring locomotive sped on its way, the “Meteor,” crack St. Louis-Oklahoma City train, was held in Tulsa and dispatchers cleared the right-of-way for the impromptu “special.”

At Tulsa ambulances and nurses were waiting the girl and she was rushed to Morningside Hospital, where surgeons expressed hope for her recovery. On November 9, however, she succumbed to her injuries, after a valiant fight for life.

Engineer Hagan is a veteran of Frisco service. He entered the employ of this railroad October 30, 1901, as a fireman on the Monett, Mo., extra board, and was promoted to engineer October 29, 1906. He is now on the Southwestern division with twenty-four years' service to his credit.

Conductor Prunkard is another veteran. He came to the Frisco October 3, 1909, as a freight brakeman and was promoted to freight conductor February 9, 1915. He has 20 merits to his credit.

Frisco Employes Participate in Springfield Armistice Day Parade



In the Armistice Day parade at Springfield, Mo., reading from left to right: Lieutenant-Colonel R. E. Truman, special agent, Springfield; Murphy, laborer, west shops; King, mechanic, west shops; Ray Salsman, electrician, north shops; and O. N. Bradley, power plant employe, west shops.

THE morning of Armistice Day, November 11, found the shops at Springfield, Mo., closed and every ex-service man preparing to participate in the mammoth parade which assembled at 1:00 o'clock in the afternoon for the march through the town.

The Frisco railroad division, which was second in the line of assembly, made a splendid appearance. Lieutenant-Colonel R. E. Truman, of the Special Agents Department at Springfield, assumed full command. He had at his side Ray Salsman, an electrician at the north side shops, and an ex-navy man who carried the colors

of the 140th Infantry of France. Mr. Truman spent most of his time with the 140th.

The Frisco band in uniform attracted favorable comment with patriotic airs and directly behind them marched the Frisco shopmen.

Every concern in the city was invited to participate in the parade, and the floats representing Flanders fields, the famous Salvation Army Girls, the Nurse Corps and many others made up one of the most beautiful and memorable parades which Springfield has ever witnessed in celebration of Armistice Day.

Christmas Seal Campaign Is Launched by Tuberculosis Associations

Annual Canvass From Thanksgiving to Christmas Appeals to All For Relief of T. B. Patients

Twenty-one years ago a handful of workers with a few thousand dollars commenced the work of building tuberculosis associations. Today giant life-saving industries commemorate the labors of those pioneers, their activities covering not only metropolitan areas but penetrating to even the most remote rural communities. And through the years, Christmas seals have paved the way to better and healthier living.

The tuberculosis death rate has been cut in half. Protection and prevention are constantly at work, and a great service results from the wise and careful handling of funds from the sale of little penny Christmas seals, almost the only source of funds on which the Tuberculosis Society can depend.

As we look down the years, many accomplishments in public health work loom before us. Everywhere are found model sanatoria, public health nurses busy discovering tuberculosis in its early stages and treating patients in their homes, clinics and doctors to diagnose—doing it free if necessary—open air schools and rest camps for undernourished children and self-supporting girls, nutrition work, child health education, pre-school age health work, information service about public health problems, health legislation promotion, health talk bureaus, free medical and physical examinations, poster exhibits, free dental inspection and traveling dental clinics, periodic weighing and measuring of school children, medical news service for physicians and scores of others.

Christmas Seals are here now, eagerly waiting to be sent out into the world to become more health-giving projects. They know they have an important mission to fulfill, and they want you to do your part by remembering that—CHRISTMAS SEALS PAY THE BILLS.

A NEWER METHOD

Altus, Okla., Agent Devises New Scheme for Compress Tickets

Cotton Shipment Check Is Bettered by W. E. Richardson Through Permanent Record

MEN like W. E. Richardson, agent at Altus, Oklahoma, in the cotton country, are the employes who are aiding in making the Frisco one of the world's best railroads.

Richardson worked out a new method in handling compress cotton tickets, and in a letter to Mr. F. H. Hamilton, vice-president and treasurer, he explains it as follows:

I thought you might be interested in knowing just how we are handling compress cotton tickets. I do not know just how these are handled at other stations, but I worked out this plan last year and it certainly works nicely.

Attached is a copy of WWIB form fifty-three. We turn the form over and match bottom of it over a medium sized envelope, placing carbon between, writing the name of consignee, pro. No. ticket numbers from and to inclusive, then subtract to determine if we have enough tickets. We then place our station stamp on back of form fifty-three, also on corner of envelope, and this represents date we received tickets from compress. It also makes a permanent record of the individual numbers of the eleven tickets for Mr. McMahan. The form calls for eleven bales.

We then place the eleven tickets in the envelope and securely attach the envelope to the freight bill, which is turned to cashier and kept in safe until order lading is surrendered. If the lading is presented over counter we deliver these envelopes with tickets inside to owner and make collection of freight charges. If lading is mailed to us we handle in line with your instructions, but in any event we leave the tickets in these envelopes. This serves as a check against the compress for the number of tickets delivered to us and also serves as invoice of number of tickets mailed to owner. The envelope is always identified any place as originating in my office.

As soon as transaction is completed, I file the form fifty-three, original order lading (Inbound after cancelled) and copy of freight bill in numerical order using the cotton sheet number which in this case is C-101, the other number C-113 is pro. number.

The net railway operating income of the Class One railroads for the first eight months this year amounted to \$662,762,605, which was at the annual rate of return of 4.65 per cent on property investment compared with \$562,425,203 or 4.08 per cent for the same period last year.