

The FRISCO EMPLOYEES' MAGAZINE

Published on the First of Each Month

By the

St. Louis-San Francisco Railway Co.

Edited by WM. L. HUGGINS, Jr.
822 Frisco Building St. Louis, Missouri

This magazine is published in the interests of and for free distribution among the 30,000 employes of the St. Louis-San Francisco Railway. All articles and communications relative to editorial matters should be addressed to the editor.

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**The Human Side**

ELSEWHERE in this issue appears the story concerning the fate of 15-year-old Josephine DePeu, Chelsea, Oklahoma, who suffered the loss of both legs in attempting to crawl under a freight train and who later died in a Tulsa hospital.

That is tragedy itself. Another life snuffed out by the Demon Carelessness.

But in that incident let us consider the actions of Frisco employes who had to do with a noble and valiant attempt to save the life of Josephine DePeu.

Seventy-three cars of the freight train were shunted to a siding—the “Meteor” was held two hours at Tulsa—the entire operating schedule of the Frisco in Northeastern Oklahoma was suspended—and dispatchers cleared the main line while a powerful freight locomotive attached to a caboose in which the suffering girl lay, raced the forty miles toward Tulsa where ambulances and doctors were waiting to begin the grim but failing fight to save her life.

Where is the element of hard, matter-of-fact, heartlessness with which railroads have been charged?

Where is any trace of indifference to anything but operation of trains.

Where, indeed, is there any heed to that immemorial and almost inexorable law of “Keep the Line Open,” which railroad men have had drilled into them by a century of struggle with the elements of nature and other agencies of delay?

They are not present.

From the moment the wire at Chelsea tapped

out the message that a life might be saved, all was suspended in that struggle against death.

Nor did the incident pass unnoticed. National press wires carried the story of how “a great railroad halted a section of its system and held one of its crack trains for two hours to answer the call of humanity.”

One incident, which the newspapers did not note, is indelibly impressed in the mind of the father of Josephine. He was stranded in Tulsa (the family is in straitened circumstances), and was unable to return to Chelsea. His railroad fare was paid by the Frisco Railroad, and Frisco employes saw to it, at a considerable expense of time and money, that the grief-stricken man was provided with every comfort and convenience.

But, in the final analysis there is nothing unusual in the Frisco’s action.

Railroads have always followed this policy.

When derailments occur, or other disaster attends, the first call of the railroad is for help to the injured.

Nothing is important when a human life hangs in the balance.

The Christmas Season

THE tools of commerce and industry will be laid universally aside in a few days in honor of the birth nineteen hundred and twenty-five years ago of the Savior of mankind.

From far and wide in this land of ours, and in many others, men will halt their daily pursuits and devote Christmas Day to His reverence.

The spirit of Christmas has changed greatly with the passing of the years. Some say that it has become a day of “commercialized worship”, in which lavish presents are exchanged, elaborate greeting cards sent and sumptuous parties given.

To the railroad worker the spirit of Christmas day has remained, in essence, the same.

For thirty-three years our Savior dedicated his life to the helping of men, and his teachings were of brotherly love and helpfulness.

On this Christmas day the railroad man will be in the engine cab, at the telegraph key, in the dispatchers chair. The railroad will continue to run its trains in order that mankind may be helped and the work of the world uninterrupted.

There again, is the essence of Christmas.



A Job in Itself

Santa Claus: "Dear me, Mrs. Santa, I had a terrible time this year—got my gifts all mixed up."

Mrs. Santa: "How come? As long as you've been distributing gifts you never made many errors."

Santa Claus: "I couldn't figure out whether to leave the pocket flasks and cigarette cases in the hose or the socks!"

Either Way

The night before Xmas hubby got home at the hour of 1:00 A. M.

The next morning!

Wife: "What kept you out so late last night?"

Hubby: "I was out with a chiffonier."

Wife: "Chiffonier, why you don't know what you are talking about. A chiffonier is a smart little dresser."

Hubby: "Yep, that's her!"

The Rush of Xmas Business

Colored bootlegger three jumps ahead of the officers: "Gimme a ticket on de speediest train whut runs. I craves distance and needunt mind where to."

Frisco ticket agent: "But the fast train has just gone."

"Nebber mind. Jest show me de track what it lef' on!"

An Old New One

"Give me a ten-letter word meaning a holdup?"

"Say—that's an old one. Heard it before—the answer is s-u-s-p-e-n-d-e-r-s!"

"No sir—garters!"

"Say—garters hasn't got ten letters!"

"All right, then—stretch it!"

(A pitcher of cold water brought the man to life again!)

Too Late to Bolt

Cop: "What is your business?"

Prisoner: "I'm a locksmith."

Cop: "Well, what were you doing in the gambling house we just raided?"

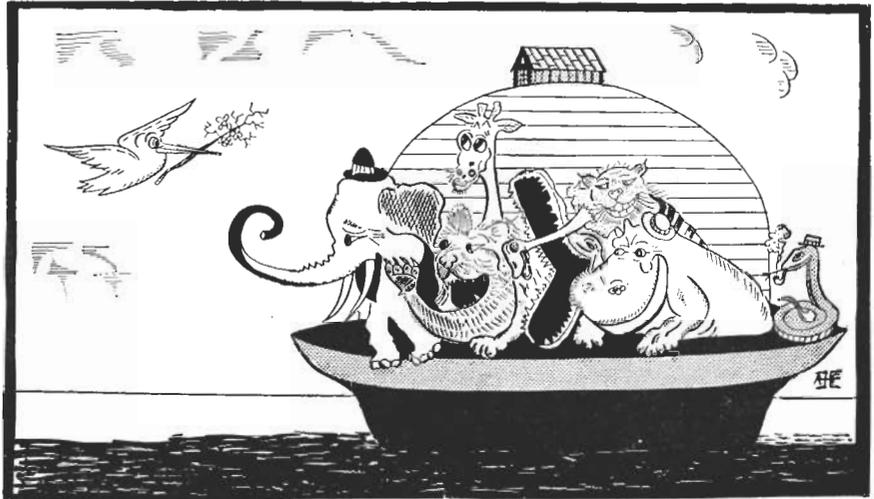
Prisoner: "When you came in I was making a bolt for the door."

Just a Slip

The inquisitive old lady was bending over the bed of a wounded soldier whose head was swathed with cotton and linen.

"Were you wounded in the head, my boy?" she said.

How It Was on the Ark Christmas Day!



Animals on Ark, to Dove of Peace—"Now, gwan back an' bring us a Xmas tree!"

"No'm," replied a faint voice. "I was shot in the foot and the bandage has slipped up."—(American Legion Weekly.)

So, That's That!

Women are the same—yesterday, today and they will be the same tomorrow. Listen to this on our grandmother:

Flapper to her octogenarian grandfather: "Grandpa, what did you say to grandma when you proposed?"

Grandfather: "Go away, let me work my radio in peace."

Flapper: "No, tell me, what did you say?"

Grandfather: "Can't you see I'm trying to get Cleveland?"

Flapper: "I'll go away if you tell me—not until!"

Grandfather: "I—I—said—YES!"
—Philadelphia Bulletin.

Don't Forget That!

Tax Collector: "Have you any extravagances to report for taxation?"

Citizen: "Yes, I wear a tie under my beard!"

The Whole Truth

A certain lawyer found the witness difficult to manage, and finally asked whether he was acquainted with any men on the jury.

"Yes, sir," replied the witness. "I'm acquainted with more than half of them."

"Are you willing to swear that you

know more than half of them?" asked the lawyer.

"Why," retorted the witness, "if it comes to that, I know more than all of 'em put together."—(Harper's Magazine.)

Cruel!

"You used to say you thought heaven sent me to you," said the young wife during their first quarrel.

"I still say so!"

"Really—oh my dear."

"—Yes, as a punishment."

Read This!

O, MLE what XTC,
I always feel when UIC.
I used to rave of LN'S eyes
4 LC, I gave countless sighs,
4 KT, 2, and LNR
I was a keen competitor,
But each now's a non-NTT,
4 U XL them all UC.

—BRE Bulletin.

Correct

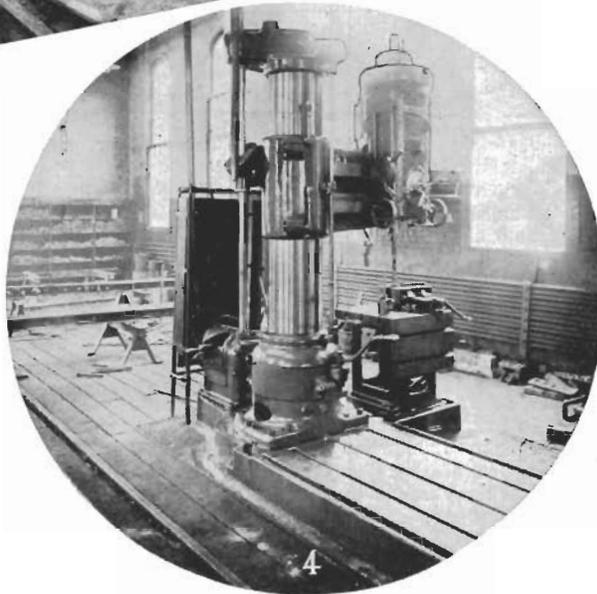
A beautiful woman gets talked about; a pretty woman gets talked to; a homely woman gets talked at,—and, the rest do the talking.

Too Late!

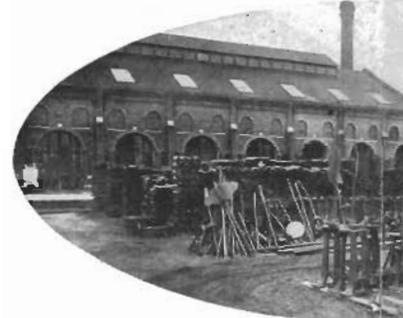
Liza: "An' when dat robbah man said: 'Hol' up yo' hands!' what did yo' say?"

Rastus: "Me? Ah jes laffed at him. Ah already had 'em up.—New Haven Register.

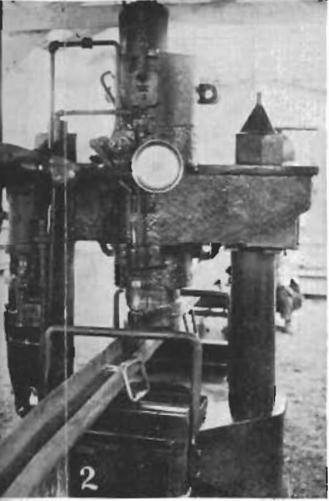
Views of FRISCO RECLAMATION at Springfield



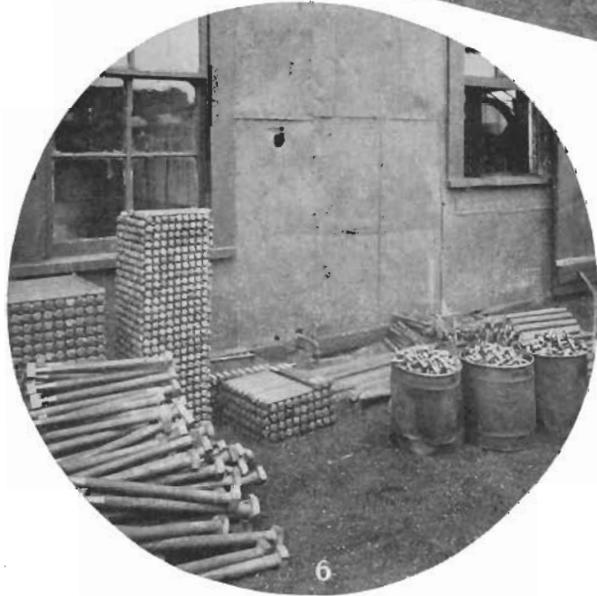
1—View of switch points and frogs to be used in the rethreading machine. 3—Finished locomotive spring of scrap flues, and weighing 550 pounds each. 4—Recent purchases, finished switch point in bars, continuous joints, tie plates, etc., are made of re-threaded rods and bolts. 7—Material being straightened and re-threaded. 8—Interior of shop and fittings being reclaimed. 9—"Shop Machine"



Views of the AMMUNITION PLANT Springfield Mo.



1—Frogs to be reclaimed. 2—Pneumatic rail straightening springs and pilots, the latter manufactured out of steel. 4—Radial drill, one of the newest of its kind in background. 5—Angle bar yard, where angle bars, etc., are reclaimed. 6—Finished material, consisting of steel rods, lined up for work in bolt house, to be cut. 7—Interior of hose fitting department, showing hose fitting machine. 8—Shop Mule with wagons loaded to 12,990 pounds.



COMMENDATIONS ON FRISCO SERVICE FROM HERE AND THERE —AND EVERYWHERE

WHEN Mr. C. E. Warner, traffic manager of the Southwestern Interstate Coal Operators' Association boarded the new "Sunnyland" at Paola, Kans., he found, after entering the dining car that it was closed for the evening.

But to let him tell it, as he did in his letter to Vice-President Koontz, dated October 13:

"I was in Paola, Kans., yesterday and came home on your new Sunnyland Special which passes there at 7:10 p. m. It was not convenient to get dinner before leaving so I depended on the diner which I knew the train carried.

"On entering the dining car I found that dinner was over and the crew was cleaning up for the end of the trip. However, the steward rather went out of his way to get me something to eat, the colored waiter was attentive and the chef sent me out a first-class meal in spite of the fact that some of the items on the menu were not available at that late hour.

"I enjoyed the service so much that I asked the steward for his name and told him I was going to report him to you. His name is George Peterson.

Yours sincerely,

(Sgd.) C. E. WARNER,
Traffic Manager."

Mr. W. E. Bernthal, auditor of freight accounts recently received from the Walter A. Zelnicker Supply Company of St. Louis, Mo., the following complimentary letter on Frisco service, in reference to a claim adjustment:

"It gives us pleasure to acknowledge voucher for our claim.

One of the reasons that we are writing you is to inform you of the appreciation of such prompt service.

"When we gave this claim to your Mr. Ryan, we had jokingly requested that he send us a voucher that same day. We had no idea that our suggestion would be acted upon, or at least we feel that two or three days would have been a very prompt settlement.

"These papers were given to Mr. Ryan about 10 o'clock in the morning and imagine our surprise to receive a voucher that same afternoon.

"Another reason that we want to compliment you on this quick

settlement is that some of the other lines are not so proficient in their handling.

"Because of the writer's experience in various departments of different railroads, he fully appreciates that claims are not usually settled upon presentation. It generally requires some investigation, and of course, a reasonable time should be allowed for this procedure.

"It is our custom to give all of the information possible with the presentment of the claim in order to expedite its movement, and we have found that this generally produces good results.

"Again thanking you and with the best wishes and personal regards from the writer, we are,

Yours truly,

(Per) WM. MALLOT,
Traffic Manager."

This is only another case of a satisfied customer who has personally acknowledged Frisco service.

Mr. I. W. Preetorius, general traffic manager of the General Box Company of Chicago, Ill., regarded the settlement of his claim so prompt, that he wrote our auditor of freight accounts the following letter:

"Wish to acknowledge receipt of your voucher covering payment of claim number 135842, and I certainly desire to express to you my sincere appreciation of the prompt manner in which this claim was adjusted. I only hope that Mr. O'Neil did not have to sit up nights to get this out as quickly as he did.

"Again thanking both you and Mr. O'Neil for your prompt adjustment of the matter, and with kindest regards, I remain,

(Sgd.) I. W. PREETORIUS,

General Traffic Manager."

Not only do the big business houses which handle their products via Frisco, realize that the Frisco is giving one hundred per cent service, but shippers of household goods, and other commodities appreciate the courtesy and service given with the smaller shipments.

Rev. Chas. A. Loveless, pastor of the Robberson Avenue Baptist Church of Springfield, Mo., acknowledges, in the following letter, his appreciation:

"This is to express my appreciation for the favorable consideration of my claim for overcharges on car of household goods from Baird, Texas, to this city last September and to acknowledge re-

ceipt of draft covering same, which came yesterday.

"I could not but believe that my claim was just and that I would receive favorable consideration by your department. At the same time, I am fully aware of the fact that many people believe railroad companies are heartless, and hence undertake to squeeze them at every opportunity. This mistaken idea forces the companies to be rigid in self-defense.

"I thank you heartily for the courtesy shown in this matter, and am glad that my confidence in the Frisco is unshaken, and assure you that at every opportunity I shall take pleasure in rendering any service possible that will be helpful to the company.

(Sgd.) CHAS. A. LOVELESS."

The Traction Machine Company of North Baltimore, Ohio, made a shipment of their machines in connection with the recent International Petroleum Exposition at Tulsa, via our line, to Tulsa.

They arrived in fine shape, and the following letter of appreciation also came to the attention of the magazine, addressed to our general agent, Mr. T. W. Bennett of Cleveland, Ohio:

"In connection with shipment of machines to us in care of the International Petroleum Exposition at Tulsa, Okla., we wish to take this opportunity of thanking you and the officials of your road who were responsible for the expedition with which the shipment was handled. You are to be congratulated upon an organization that can give service of this type.

"There is but one way in which we can repay you for this, that is to give you as much of our business in your territory as we can. Where no routing is specified, we will endeavor to see that your lines get the shipment. An increasing amount of our product will be shipped to Kansas, Oklahoma and Texas. These are all service by your lines and in this way we can in a measure repay you for the courtesies extended us in this instance.

"Again thanking you we are,
(Sgd.) O. B. McKENNA,
Assistant Secretary."

The week of October 5-10 was a gala time for Springfield, Mo., with its Ozark Products Fair.

Thousands of people thronged the streets from towns and nearby cities.