

Frisco Apprentice School at Springfield Attains Important Position as Shop Adjunct

From Eight in 1920 Class Has Grown to Fifty—All Phases of Mechanical Practice Taught—More Interest Each Month

SINCE September, 1923, when the need arose for an apprentice school, and the school was established under the leadership of Mr. J. A. Pullar, it has become an important adjunct to the shops of the Frisco System, and has been the means of training the boy who is ambitious, for a first-class position.

To review the work for the past year, and for the past years which have gone by, would show progress

for first, second and third class employes. The apprentice has studies which will keep him busy for four years and in the end will amount to the same as a complete course as given by any correspondence school.

Has a Library

The school is equipped with a library, which contains complete sets of mechanical and car books. Each month a number of the Frisco officials send various mechanical maga-

azines additional instruction and is able to fully discuss his progress.

"Every month more interest is taken in our apprentice school. The boys who attend are eager and anxious to learn and they progress rapidly. Every one of them is sincere in his praise of the course as presented on the Frisco Lines, and every year it has been necessary to make room for more students," Mr. Pullar remarked.



Members of the Frisco Apprentice School at Springfield, Mo. Reading from left to right, front row: George Fitch, C. A. Field, L. M. Barnhart, Buck Todd, Nathan Montgomery, Jack Friend, Carl Oberlander, Kenneth G. Friend, Harold E. Rauch, Chester R. Oliver, Paul Hasler, Loren L. Elliott, Sherman R. Tuter, Roy Putman, Art E. Hasler, G. B. Hasler, and J. A. Pullar, instructor.

Reading from left to right, back row: Verl Trantham, J. H. Ash, H. R. Mack, Clark Ralston, W. L. Triplett, E. Jacobson, R. K. Indermuehle, J. C. Brightwell, Chas. R. Blackburn, Rolla H. Garton, Bruce E. Baland, Joe Schellhardt, and Orville R. McCullough.

which could not be fully accounted for in one article.

The Magazine has occasionally reproduced drawings made in the apprentice school at Springfield, Mo., and to the trained eye they prove conclusively that the apprentice boys under the leadership of Mr. Pullar are receiving first-class training and instruction.

Starting from a class of eight, which met in a garage, with only wooden benches for equipment, the school has grown until in 1924, thirty students received a diploma, and this meant that they made a grade of 85% and attended classes two-thirds of the time. The class numbered fifty odd, but a number found it impossible to attend the required amount of time, however these students are again enrolled in the 1925 class, determined that they shall receive their diplomas.

There is a short mechanical course

zines to the school, which are read eagerly by the students.

There are four classes held every week, and each student is required to attend two nights a week, either on Monday and Thursday, or on Tuesday and Friday from 7 until 9 p. m.

Mechanical drawing, boiler and sheet metal laying out work, blueprint reading, arithmetic, slotter, planer, lathe boring and milling machine work, laying off shoes and wedges, valve motion and car work are among the subjects taught.

It is the desire of every apprentice to fit himself for a first-class position. Mr. Pullar learns from the apprentice his particular work in the shop, and then assigns him lessons which will aid him in performing his work in a more efficient manner. This gives the apprentice the advantage of working in the daytime on his particular work, and two nights a week he re-

Many of the employes of the Frisco Lines who are taking correspondence school courses are urged by that school to use their lessons in the Frisco apprentice school.

Through Mr. Pullar the apprentices wish to express their appreciation of the advantage given them by the officials of the Frisco System in maintaining and sponsoring this school, which enables them to advance in their profession, and in return, give to the railroad company trained and efficient workers.

A Basket Ball Challenge

The Frisco west shops at Springfield, Mo., announce a well trained basket ball team, made up of members of that shop roster.

M. McCaullay is their manager and announces that they are ready to meet any other team on the Frisco Lines at any time.

Frisco Will Spend \$21,000,000 for Improvements and Equipment in 1926

Ten and Half Million for New Equipment and Same Amount for New Rail, Grade and Alignment, Safety Devices, Etc.]

ONE of the most extensive and comprehensive yearly budgets ever authorized for the Frisco Lines, will be undertaken during 1926, President Kurn announced on January 15.

A total of \$21,000,000 will be expended for improvements and new equipment.

The budget is equally divided between new equipment and improvement in the Frisco's nine state territory and along its 5,400 miles of track. The improvement part of the budget calls for one hundred seventy-four miles of new 100-pound rail, in Missouri, Kansas and Alabama. The 100-pound rail will be laid in double track between Tower Grove and Pacific, Mo., and in single track between Pacific and St. Clair, a total of 81.2 miles. This rail replaces 90-pound steel. Thirty-six miles of 100-pound rail will be laid in track between Jasper and Pratt City, Alabama, and fifty-seven miles in double track territory between Paola, Kansas and Kansas City, Mo.

The permanent bridge program of the road received particular attention and an appropriation of \$1,604,000 was made for concrete, pipe, arches and culverts.

A determined effort toward the elimination of accidents is evidenced in the appropriation of \$157,000 for viaducts, subways, grade crossings and crossing signals. An appropriation of \$359,000 was also voted for the installation of train control devices between Afton, Okla., and Monett, Mo., a distance of sixty-six miles and for the installation of interlocking towers at seven locations.

Improve Road's Capacity

Yard sidings, passing tracks and other trackage which will improve the capacity of the road, was included in

the budget for \$1,363,000; shop buildings \$210,000; freight and passenger depots, \$592,000; new rail and fastenings, \$2,405,000; water stations, \$215,000, and \$109,000 was appropriated for making necessary changes in grade and alignment between St. Louis and Springfield.

Twenty-five new locomotives, ten passenger and fifteen freight; four thousand new box, automobile and gondola cars and fourteen new passenger coaches will be delivered to the Frisco Lines in 1926 at a total cost of approximately \$10,500,000, the budget states.

Twenty-five hundred, 50 ton single sheath box cars, one thousand, 50 ton auto cars, five hundred, 55 ton flat bottom gondola cars are included in the four thousand car total. The fifteen Mikado freight locomotives will cost \$75,000 each, while the ten Mountain type passenger locomotives come to a trifle over \$69,000.00.

Extensive Shop Work

In addition to the new equipment orders, \$1,090,000 will be expended for improvement to present Frisco equipment and \$1,650,000 will be spent in building new equipment in the shops owned and operated by the Frisco Lines.

"The 1926 improvement and equipment program will be gotten under way immediately", President Kurn said, "and we will direct our efforts to improving the already splendid condition of our lines. Our new equipment, together with the equipment we will build and improve in our own shops will give the Frisco Lines, per mile of track, as complete and well-conditioned equipment as any railroad in the west. We made a splendid record in 1925, and we are entering 1926 with a feeling of confidence and security."

MERAMEC HIGHLANDS SOLD

Bixby-Smith, Inc., Purchase Famous Frisco Resort for \$350,000

Popular Vacation Ground Near St. Louis Will Be Improved and Restricted

BIXBY-SMITH, INC., real estate dealers of St. Louis, have purchased 500 acres in Meramec Highlands, a small summer resort on the Frisco Lines, fourteen miles from St. Louis, at a price of \$350,000, it was announced recently. Their intention is to make over the grounds, marking off plots for the erection of restricted

residences. A magnificent club house and golf course is also contemplated.

It is interesting to recall a bit of history concerning Meramec Highlands. The original name was Almont, and the original owners, Arthur Mittleberg and J. D. Houseman, of St. Louis.

They purchased 153 acres of farm land at \$50.00 an acre from one Jack Johnson in the early 90's with a vision of a summer resort. Later the land was sold for \$200.00 an acre to Marcus Bernheimer and Dr. Tuholske, of St. Louis. This final sale price of \$350,000 is an indication of the tremendous advance in price in recent years.

The present owners, Bixby-Smith, Inc., have offered a prize of \$500.00 for

DEP'T NAME CHANGED

"Safety First" Becomes "Accident Prevention Department" With 1926

Former Slogan Implies Too Much, Director Hudgen Says—New Term Is Direct and Definite

THE "Safety First" Department of the St. Louis-San Francisco Railway Company, no longer exists.

It has been done away with under the pressure of forward-looking times.

With the New Year, the Safety Department became the "Accident Prevention Department", with a specific purpose to cut down the number of accidents to employes working in the many departments throughout the Frisco system.

H. W. Hudgen, director of the Accident Prevention Department and former head of the Safety Department has definite reasons for the change.

"The slogan 'Safety First', has become a little time-worn", he says. "Further, it implies a little too much. It is elastic enough to permit of more than one interpretation and we do not want our people to feel that we place safety ahead of honesty, loyalty or integrity or true heroism in the performance of their duties.

"'Safety First' in the final analysis, means prevention of accidents and we have chosen the more direct term. The greatest part of our work is along that line and in the future our meetings will be accident prevention meetings. We will have accident prevention committees appointed along our lines and a firm structure will be maintained in continuing our work of preventing mishaps to our employes."

Z. B. Claypool, safety supervisor, who has been with the Safety First Department, has been appointed assistant director of the Accident Prevention Department. J. W. Morrill and Harry Harrison, also former Frisco engineers with years of experience, have been appointed Accident Prevention agents in company with C. C. Mills, veteran conductor.

a suitable new name for Meramec Highlands. The contest will end the first of this month.

Mrs. Dalla Snyder has been the Frisco agent at "The Highlands" for eleven years. "This new management and new ownership of the Highlands will insure its being turned into a charming resort. The work of cleaning up the ground has already begun, and summer will find it a paradise of efficient landscape gardening," she remarked.

The Frisco has served Meramec Highlands for many years, and with the new interests beautifying the little tract, it is expected to be one of the most attractive resorts on the Frisco Lines.

A TALENTED FRISCO MISS



This charming young lady is Miss Hazel Imboden, daughter of Commercial Agent Edwin Imboden of Memphis, Tenn.

She is a talented solo dancer and the accompanying picture shows her in the costume worn recently when she appeared before the Lions Club of Memphis.

Miss Imboden fills numerous engagements for clubs and social organizations of the city, and is in great demand.

Largest Flour Shipment Made via Frisco Lines January 7

Seventy Car Train From H. C. Cole Milling Company Over Frisco, Mo. Pac. and C. of A.

What is believed to be the largest single trainload of flour ever shipped from the middle west, left Chester, Ill. on January 6, from the plant of the H. C. Cole Milling Company of that city. The train consisted of seventy-five cars and was routed Missouri Pacific to Memphis, Frisco Lines from Memphis to Birmingham, and Central of Georgia from Birmingham to Atlanta.

The train, known as the "Omega Special", contained 16,046 barrels packed in 163,144 packages and weighed 3,084,309 pounds.

If all the flour was used for biscuits, 61,686,180 of the fluffy delicacies for which "Omega" is famous, could be made.

The H. C. Cole company is one of the oldest in existence. It was started 87 years ago, was destroyed by fire in 1915, and completely rebuilt with modern machinery installation by master engineers.

Remarkable time in handling the shipment from Memphis to Birmingham was made by Frisco Lines.

Thirty-eight cars were delivered to

Woman Telegraph Operator at Kansas City, Mo., Relates Experiences

Miss Kate Waidelich, for Twenty-nine Years Agent and Operator, Has Seen Many Railroading Changes

MOST of the stories, comparing practice of years ago and the modern methods of railroading have come from the male members of the Frisco family.

In Kansas City, Mo., however, there is a telegraph operator, Miss Kate Waidelich, who has been in the service of the Frisco for twenty-nine years, in that capacity, and she can give you an apt and interesting comparison of the road when she first started her service in March, 1896, and the present day.

She has successfully held the position of agent-operator at various stations on the Frisco Lines during those years and now is filling the position of operator on the night shift at Kansas City, Mo., in the office of the Superintendent.

Her parents moved from Texas to Ft. Scott, Kansas, where she received most of her education, when she was a young girl. She attended a business college and acquired her training as an operator. Her first position was at Dennis, Texas, working for the K. C. F. S. & M. She has held the position of agent and operator at the stations of Bois d'Arc, Mo., Bonita, Okla., Hammon, Kans., Lackman Station, Kans., Rosedale, Kans., Paola, Kans., and Kansas City, Mo.

Few Modern Devices

When she began her career, there were few, if any, modern devices.

"There were no telephones, and we had what was known as the Manuel Block System, which most of the older members of the Frisco family recall. There were a great number of agents in those days, because the orders for trains could not be telephoned, but were relayed. Stations were as close as four and five miles. On single track, if we received a message that a train was coming from the north, we blocked everything else, to give it the right of way", and she smilingly turned to give one of the engineers who had come in, his order.

"Were there many women agents at that time", she was asked.

"Oh, yes, a great many more than there are now. And, when I was agent I had everything to do, climb semaphore poles to put the signal lights up, gather the mail, give train orders, sell tickets, settle claims, and even haul around the baggage", she said.

us at Memphis at 10:30 o'clock the morning of January 7, left Memphis at 12:15 in the afternoon, and arrived at Birmingham at 3:00 a. m., January 8.

To glance at Miss Waidelich, one could never imagine her in the role of agent-operator at a small outlying station. Perhaps it is her charming femininity and her young face, topped with a head of grey-white hair, that leads one to wonder just why she chose this profession.

"Do you notice any changes—some more astonishing than the rest, in railroad work", she was asked.

Many Changes With the Years

"Yes—the most astonishing change has been in the power, the length and number of trains. The old 90's used to run on the High Line and when they would come rushing down the track, I used to stand and watch them and think that they were the biggest and finest engines that ever could be built. You could put one of them in the oil tank of the 1500's now, almost. They used to be used on the long runs."

Her work as telegraph operator in the Kansas City office consists of giving engineers their running orders on freight trains, as only the freight trains are handled from that yard, and she receives the lineup from the dispatcher. She is given all information on the train after it is made up, and this information she wires to the Superintendent of Transportation at Springfield, Mo., covering every car in the train. This is all required before midnight. She has many other duties which she attends to with the same efficiency as she has done for many years. Her shift is from 6:00 P. M. until 12:00 Midnight.

She was asked if she ever got frightened working alone late at night.

"Oh, no", she said promptly. "The engineers and call boy are always running in, and, well—I just never have been afraid."

Railroad work to her is quite as fascinating as it is to the engineer on the road, and she says she likes it now, just as much as she ever did. At times she has thought of choosing another profession, but the call to stay has been too strong and she is still with the Frisco.

She plans to attend the Veterans' Reunion in the summer, and it will be the first one she has ever attended, although she is one of the few women on the Frisco railroad with sufficient service to become a member.

Little Archie: "Gee, pop, I just swallowed a worm!"

Anxious Father: "Take a drink of water, quick! and wash it down."

Little Archie: "Aw, now, let him walk."

Crops From Ozarks Over Frisco in 1925 Had Value of \$35,278,000, English Reports

*Supervisor of Agriculture Lauds Co-Operative Influence
of Growers in Shipping 16,736 Cars—Increase
of 20.25 Per Cent Over 1924*

THAT region of the middle west known as the "Ozarks" and comprising approximately 60,000 square miles in Missouri and Arkansas, enjoyed an unprecedented year of agricultural prosperity during 1925, according to statistics made public today by W. L. English, supervisor of agriculture and refrigeration for the St. Louis-San Francisco Railway Company. The Frisco operates approximately 2,000 miles of its 5,400 miles of line in the Ozark territory and its rails serve almost all of the shipping points.

A grand total of 16,736 cars of agricultural products traveled from the Ozark territory via Frisco rails to the markets of the world during 1925, representing a market value of \$35,278,050.00.

The shipment constituted an increase in money of \$6,017,190, or 20.25 per cent over 1924, when 13,697 cars representing \$29,710,860 traveled from the Ozarks over the Frisco.

In two crops, peaches and pears, a decrease was recorded, due to frost and drouth, but gains were made in almost every other.

Forty-four hundred cars of apples brought \$2,860,000, and the owners of 458 cars of cantaloupes realized \$297,000 for their shipments.

The 442 cars of grapes, constituting an increase of 194 cars over 1924, brought \$287,300, as compared to \$161,200 last year.

"There are 15,000 acres of grapes in the Ozark territory now", English's report states. "When the vines bear, we expect to ship four or five thousand cars a year. Grape acreage has increased tremendously in the last few years."

An increased acreage of Irish potatoes sent 798 cars over the Frisco in 1925 as compared with 460 cars the

previous year, and netted \$359,100 to the growers.

A remarkable showing was made in strawberries, one of the principal Ozark crops in this day of intelligent cultivation.

A total of 1,584 cars of this fruit was shipped, as compared with 1,003 cars in 1924, and at an increased market price, brought \$3,000,000. The strawberry business has been a large one in the Ozarks in the last few years, and English estimated the 1926 crop at more than 2,500 cars.

The poultry industry gave a splendid account of itself for 1925, and the record shows shipments of 2,459 cars of eggs, with a total value of \$10,819,600. In 1924 the value of 1,706 cars was \$7,506,400. The pronounced increase in egg shipments has come since 1921, English states.

Live and dressed poultry shipments totaled 1,789 cars and earned the chicken raisers \$8,830,100, while shipments of butter came to 787 cars, valued at \$7,083,000, an increase of almost a million dollars over 1924.

Watermelon and cantaloupes brought splendid returns in 1925. The Frisco shipped 594 carloads of them in 1924, and this amount was almost trebled in 1925, when 1,945 cars traveled via the Frisco. The value of the 1925 crop of watermelons and cantaloupes is placed at \$524,350 as compared with \$245,750 in 1924.

"Considered from all its angles, 1925 was the most prosperous year from an agricultural standpoint the Ozark territory ever experienced", the report concludes.

"The efforts of our agricultural and horticultural departments in building increased production and promoting better farming methods met with a gratifying reception on the part of the Ozark growers and the co-operation produced remarkable results."

Elegies for 1926

Lies slumbering here one William Lake; he heard the bell, but had no brake.—Detroit News.

At 50 miles drove Allie Pidd; he thought he wouldn't skid, but did.—Rome Times.

At 90 miles drove Eddie Shawn; the motor stopped, but "Ed" kept on.—Little Falls Times.

Here he sleeps, one Johnny Fonker; he rounded a turn without a honker.—Scranton Scrantonian.

Down in the creek sleeps Jerry Bass; the bridge was narrow; he tried to pass.—Wilkes-Barre Times-Leader.

Beneath this stone sleeps William Raines; ice on the hill; he had no chains.—Harrisburg Telegraph.

HOLD UP AT KANSAS CITY

Thousand Dollars Taken In Daring Robbery December 23

Frisco Ticket Agents Wilson and Graff Forced to Floor While Bandit Helps Self

THE bold bandits these days play no favorites, and while comparatively few stations or offices of the Frisco have been the target for a holdup scene, a most daring one occurred on December 23, 1925, when the downtown ticket office at Kansas City, Mo., was robbed.



P. W. WILSON

P. W. Wilson, city ticket agent had opened the office at 8:20 o'clock and locked the door after entering. About ten minutes later, Wilson's assistant, Charles Graff, arrived and left the door unlocked, since it was the regular opening time of the office. Wilson and Graff opened the safe and started to prepare currency and checks for deposit. Their backs were to the ticket counter.

But this youthful bandit had entered, noiselessly, shortly after the arrival of Mr. Graff and both men turned hastily at the command of, "Put up your hands, both of you, or I'll blow you full of holes". After another command for them to lie face down, the bandit walked around the counter and seized a stack of currency of fives, tens and twenties, amounting to approximately \$1,000. Another stack of money and checks was overlooked, totaling several hundred dollars.



CHAS. E. GRAFF

Then, as quietly as he had entered, he left, and upon hearing the door close, Wilson and Graff got to their feet and gave the alarm.

The bandit has not been apprehended.

Arthur Mittelberg, "King of Commuters" Has Ridden 309,000 Miles on Frisco Trains

*St. Louis Realtor Spent \$6,000, and 15,288 Hours During
45 Years from Webster Groves to Office*

ARTHUR MITTELBERG—"King of the Commuters".

He's ridden a suburban train for forty-nine years, forty-one of them on the Frisco.

During that time he has ridden approximately 308,798 miles, in 15,288 hours, at an approximate cost to him of \$5,904.00.

Who can beat this record?

Mr. Mittelberg is in the real estate and insurance business in St. Louis,

a day, one to Pacific and one to Windsor Springs. One made one round trip and the other two. I began riding the Missouri Pacific train in 1876, before I began using Frisco service. I had to walk a mile every morning to the Glendale station and so when the Frisco began their service, I switched over and have been using it ever since."

"I suppose you know a lot of those conductors," he was asked.

Hats Off to the Railroads

I hold no brief for them, as I pay full fare and glad to. But I note what a popular pastime it is lambasting the railroads.

Why?

I've spent at least three days a week on the road since last November and had to make all kinds of connections.

Never once have I been late in all that time. Through winter storm and spring freshets on time we always were.

I ate as fine meals in diners as I could get in the best hotels at prices a good deal less.

I slept in clean, comfortable beds at prices less than a good hotel.

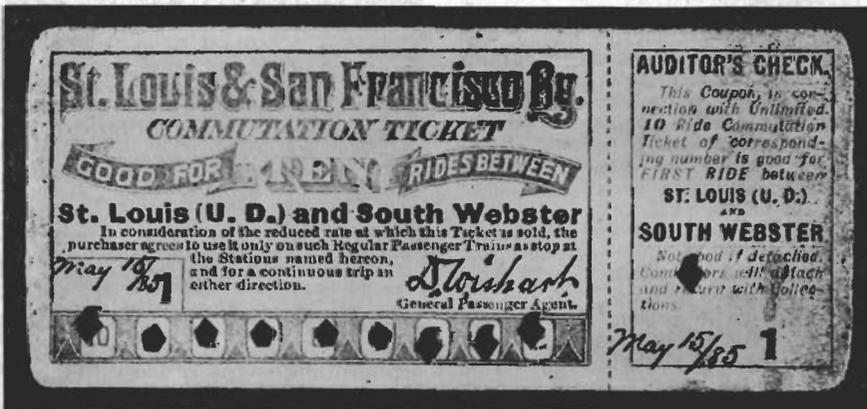
I never received a sharp, cross word from a single individual. Instead I found cordiality everywhere.

Where is there anything that contributes quite as much to our comfort and prosperity as our railroads?

Where would we ever be without them?

If they can do this in spite of all the knocking what wouldn't they do if we'd work with 'em and try a little boosting?

Think it over.—From the Toledo Rotary Spoke.



Commutation ticket No. 1, pictured above, was issued to Arthur Mittelberg, St. Louis realtor, May 15, 1885. He's ridden Frisco trains ever since.

and has been for many years. The day he married, he moved to the country, Webster Groves. He still keeps commutation ticket No. 1, issued to him on May 15, 1885.

"My neighbors all thought I was crazy, living eleven miles from my work," he said, "but I knew I wasn't, because I wanted to get out in the open and breathe fresh air. Then too, I get lots of experience. I've learned to be quite handy. If the plumbing breaks down, I get a chance to tinker with it, until the plumber arrives. If the electricity goes on the blink, there's another chance for me."

"I wouldn't ride on one of those strap-hanging street cars. I have one car in that train that I always try to get in. It's near the front and it gets home quicker," he continued.

"You know, there isn't much to tell about that first ticket. I found it was No. 1, so I asked the conductor to punch it and let me keep it, which he did. We were mighty glad when the Frisco started suburban service, from Pacific to St. Louis and ran two trains

Knew Many Conductors

"Yes", he answered. "Knew lots of them. Most of them are dead now though. I helped settle the estate of George Wolfe, the fellow whom I rode with on my ticket No. 1. Now they have so many conductors. You know they used to have just one and now there is one in almost every car, for the cars are so crowded and business so heavy, one conductor couldn't possibly get through the train."

The Mittelbergs have resided in and around Webster Groves for many years.

Mr. Mittelberg remarked, "I was born just inside the present city limits which is now Lindenwood, but what was then the Mittelberg farm. My father's farm is settled up and they call it St. Louis. In 1913 they divided the lot where his house stood for nearly a century."

"There's a certain amount of exercise you acquire, shoveling snow in winter, cutting grass in summer and running for a train, that you can't get by playing tennis, or football. It's great stuff," he continued.

Mittelberg is seventy-three years old, hale and hearty. He attributes his good health to his living conditions, and he attributes a world of experience in the study of human nature to his two trips daily via a Frisco suburban train, for forty-nine years.

He does not claim to be old enough yet, to give advice to young married couples, but "if I were old enough I'd tell them that the only happy way would be to live in the country, just far enough from town and work, to have to catch a suburban train."

He is the "King of Commuters", with an undisputed title—and he is also a Frisco booster.

"I'm going to retain that title of 'King of Commuters' and a Frisco booster, too, for many years to come", he said as he smiled confidently, and resumed his work, from which he was interrupted for the brief interview.

Why Not?

Wife: "I think, you might talk to me while I sew."

Husband: "Why don't you sew to me while I read?"—L. & N. Employees' Magazine.