An Open Letter From C. J. Anderek

Memphis, Tenn., Feb. 22nd, 1926.

All Clerks, Freight Handlers and Station Employes:

You all have, no doubt, from time to time received circulars from the Management of the Frisco, as well as this Organization, showing the efforts made to secure more business for the Frisco and am just wondering if you all really realize what a part the Truck and Bus Lines are playing in the Transportation game at this time.

The Bus and Truck Lines—in some parts of the country at least—are sapping out the very life blood of the Railroads — passenger and freight trains being pulled off, etc. Idle engines, freight and passenger cars do not pay wages. Our bread and butter actually depends on the prosperity of the road for which we work and it is up to us as well as the Management to do all in our power to prevent any such damage as is being done by the Bus and Truck lines. You all know what it means when there is a reduction in force. It means less jobs for the men who need them and each man cut off simply brings the axe that much closer to your own neck.

The only way to successfully combat this at this time is to give the Railroad full measure of service that they pay you for, also putting forth every effort to secure more business for the Frisco. We want the long haul on both Freight and passenger business. No good reason why we can't get it. We can give as good or better service than any Railroad in the country and are as well equipped as any line to handle all the business we can get.

The merchants with whom you trade depend on you for their living and believe if you insist or at least approach them in a diplomatic manner, that you can convince them it is to their own interest as well as yours that they give their business to the Frisco instead of some Bus or Truck line. Think we should carry the fight right to the merchants—if he is using the trucks to carry his freight he is cheating himself as he depends on you to purchase them from him, and when you are out of work, who will be left to patronize him? We should also handle with our friends in an effort to get them to ride our passenger trains instead of being herded up like sheep in some of the busses that we see daily going through the country.

It appears that almost without exception State Laws permit any man with little capital with which to buy truck or bus, to start in the Transportation business and compete with you for your job. It isn't a fifty-fifty proposition either as he has everything in his favor. The States from one end of the country to the other are building good roads—you are paying for them directly or indirectly and along comes the motor busses and trucks to use them, tear them up, and help throw you out of a job.

Think it over. It is well worth a great deal of earnest consideration.

Go after business of every kind that will help build up the revenue and thereby help yourself—we all reap the benefits of a heavy business. Remember that Service and Courtesy are two of the best business getters in the world. We have the Service, and Courtesy don't cost one cent. Be courteous to all and none of us will ever have cause to regret it.

We can all accomplish some good if we will just get into the matter and throw our feet out like we should.

Give the Frisco the support they are morally entitled to and incidentally help hold your own job.

Any time you have any business in sight and can't swing it yourself, am sure Mr. Buchanan, Mr. Matthews or Mr. Butler will be more than glad to hear of it and assist you.

Sincerely,
(Signed) C. J. ANDERECK,
Chairman Southern Division,
Brotherhood of Railway Clerks,
1567 So. Parkway East.

Central Division Changes

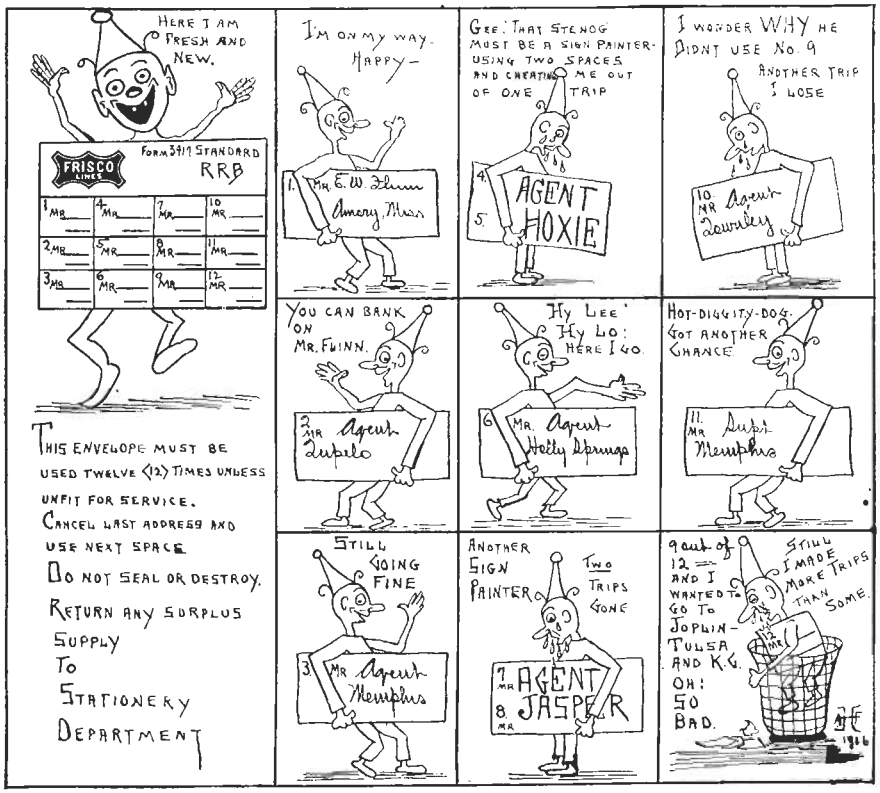
A circular from the office of M. M. Sisson, assistant general manager, dated February 22, announces that effective on that date, S. R. Kennedy was appointed acting superintendent central division, with headquarters at Ft. Smith, Ark., vice C. H. Baltzell, temporarily assigned other duties.

In Memoriam

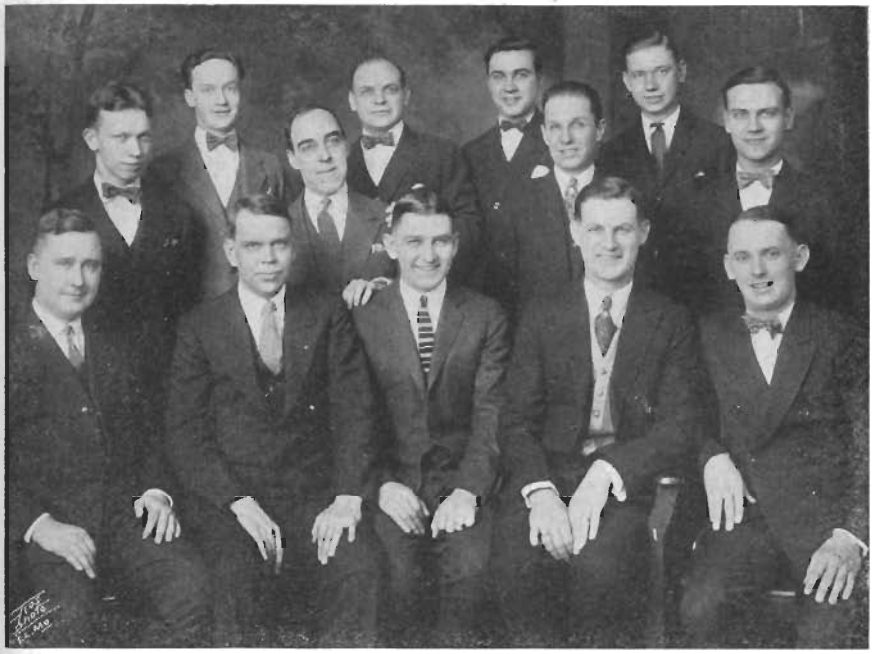
John Cecil Moore, pensioned night store man, died at his home in Neodesha, Kansas, March 15, 1926. He was born at Harrodsburg, Mercer County, Kentucky, on July 23, 1850, and entered the service of the Frisco in the mechanical department at Neodesha as coal heaver in July, 1892, working in various capacities in the mechanical department and store department from that time continuously, until he was forced to leave the service February, 1917, account physical infirmities. His pension allowance was $20.00 a month and during the time he was carried on the pension roll he received a total of $2,160.00.

James Flemon Williams, pensioned colored station porter, died at his home in Mansfield, Arkansas, on January 30. He was born near Tremton, Alabama, June 5, 1847, and entered the service as station porter at Mansfield, Ark., October, 1888, and served there, both for the Frisco proper and later for the joint occupancy by the Rock Island and the Frisco, until he was retired due to reaching the age limit. His pension allowance was $20.00 a month and he was paid a total of $1,920.00 up to the time of his decease.

The Story of An Average Frisco Envelope



B. A. R. E. Minstrel Troop Will Present Annual Show April 18



THE Benefit Association of Railway Employes' Minstrel Troupe which has been in existence for the past four years and comprises some good local talent from among the railroads in the St. Louis terminal district, will give the 1926 annual performance on April 18, at the Alhambra Grotto on South Grand Avenue, St. Louis.

The troupe has been enlarged and this year has twenty-five in the cast. The group in the picture reading from left to right: bottom row, Joe Cleary, Ralph Johnston, Oliver Duffy, Ralph McBride and Wm. Berkley; middle row James Eckdahl, Joseph C. Smith, F. E. Durfield and Henry Grupe; top row, Freddie Knickmeyer, J. R. Strachan, Henry Froghean and Arthur Reuther.

With the exception of Cleary, Johnston, Smith, Durfield and Froghean, all are Frisco employes.

The show this year is under the direction of George Murry, theatrical producer, formerly of the Al. G. Fields show.

The troupe entertained about 2,000 people last year and expect as many this year. After the show there will be a dance and the music will be furnished by members of the B. A. R. E.

—R. B. McBride.

ST. LOUIS HOSPITAL PATIENTS

Did you ever spend an hour, or a day, or a week—or perhaps longer, in a hospital? With all the comforts and excellent service which the patient receives at the St. Louis Frisco hospital, the confinement is rather hard to bear, unless there is a word of cheer or a message from friends.

It is with the belief that employes are often confined to the hospital, whose many friends scattered over the system are not aware of the fact, that we print the names of the patients in the Frisco hospital at St. Louis, as of March 15th.

Drop these friends of yours a card, or a greeting, with a wish for their speedy recovery, and when they greet you again, you will know of the cheer that message brought:

SURGICAL WARD

R. Williams, Afton, Okla.
Elmer Willey, Enid, Okla.
E. McNabb, St. Louis, Mo.
W. J. Ficke, St. Louis, Mo.
W. F. Boydston, Sapulpa, Okla.
Fred Masters, Springfield, Mo.
J. Z. McLafferty, Kennett, Mo.
T. O'Brien, St. Louis, Mo.
W. Hunnicutt, Blackwell, Okla.
Henry Botkins, Enid, Okla.
Judge Clevenger, Ritchey, Mo.
Mike Hieman, St. Louis, Mo.
W. H. Cashman, Tulsa, Okla.
Clarence Jarvis, Wetumka, Okla.
W. Smith, Chaffee, Mo.
Ralph Anslyn, St. Louis, Mo.
Odus Dickerson, Sapulpa, Okla.
H. E. Bailey, Enid, Okla.
Jim Conosarl, Perry, Okla.
Charles Massear, Lawton, Okla.
Henry Shellenback, St. Louis, Mo.
Wm. Lear, Sapulpa, Okla.
R. J. Kinney, Enid, Okla.
Lincoln McKinney, Neodesha, Kans.

MEDICAL WARD

J. E. Trammell, Chaffee, Mo.
Fred Fisher, Weir, Kans.
R. S. Whiteside, Newburg, Mo.
F. H. Harrison, Koshkonong, Mo.
J. L. Toomey, Rolla, Mo.
Miss Gladys Roth, Ft. Scott, Kans.
C. Kassel, Cape Girardeau, Mo.
J. C. Hudson, Monett, Mo.
Joe Hix, Okmulgee, Okla.
Wm. Heath, St. Louis, Mo.
W. G. Johnson, Kansas City, Mo.
Guy Lawson, Talihina, Okla.
John Patrum, Sapulpa, Okla.

MEET AT CUSTER CITY

Frisco Men of Western Division Hold Mutual Benefit Session

CUSTER CITY citizens can point with pride to the fact that their city was selected as the best place for a mutual benefit meeting of Frisco Railway men, including a number of officials from Enid, which was held in the Odd Fellows' hall, Sunday, March 7. Superintendent S. J. Frazier attended, and the majority of those present were section foremen and their assistants, under the jurisdiction of Roadmaster Tom Jones, who is well known in Custer City.

The principal addresses were given by S. J. Frazier, division superintendent, and A. L. Fisher, division engineer, Enid. Other speakers were T. F. Jones, roadmaster, Enid; Charles Byrd, roadmaster, Enid; C. U. Allen, division accountant, Enid; D. S. Thornton, shop accountant, Enid; Lewis L. Lawless, conductor, Bessie, and Ethie D. Wallace, cashier, Custer City. The section foremen who spoke were Taylor Daniels, Clinton; D. M. Reddington, Hobart; S. E. Smith, Roosevelt; Abe S. Hammons, Frederick; Frank Emmons, Okeene; A. L. Dobbs, Thomas, and T. J. Freeman, Custer City.

The first speaker, Mr. Fisher, began his address by saying that the purpose of the meeting was for better acquaintanceship, to exchange ideas of mutual benefit in connection with the duties of all concerned, to promote better service, and to make a better railroad. He also said, incidentally, that the maintenance of way employes on this sub-division are not surpassed for efficiency anywhere on the Frisco Railway. Superintendent Frazier, in the course of a twenty minute address, said that when the prediction is realized that the Frisco will be one of the greatest transportation systems in the United States of America, the credit will belong to the Frisco workers, not to the officials. Mr. Allen and Mr. Thornton spoke briefly on accounting matters affecting the section foremen.

Taking "Safety First" as his subject and speaking from personal experience, Mr. Daniels referred to the dangerous practice indulged in by children playing in the railroad yards, especially while cars are being switched. Mr. Taylor believes that there are many safer and better places for childhood sports and that parents should think enough of their children to keep them out of the railroad yards. The other section foremen spoke on matters pertaining to track and right-of-way conditions.

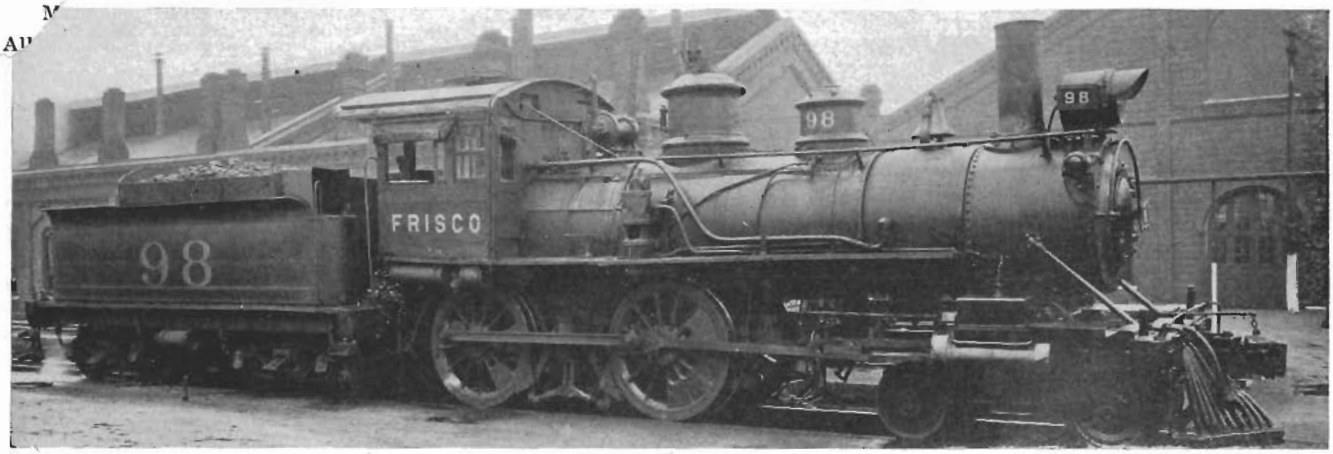
When the meeting adjourned at noon, Mr. Jones led the way to the Broadway hotel, where lunch for approximately fifty men was served.

It Makes a Difference

Stranger: What will you take for that fine Jersey cow you have?

Farmer: That depends on who ye be. Be ye the tax assessor or has she been killed by the railroad?

A Monster of Power in 1898—A Baby Today



When the "old ninety-eight" first came "thundering" down the track, many were the comments as to its monster size. It was a "big" engine those days.

Now it looks like baby's first toy when placed beside one of the 1500's.

But engine ninety-eight was built long ago. Built to pull baggage cars, not so large and heavy as the twentieth century ones; built to pull coaches that did not look as the ones of today look.

Originally it was numbered thirty, and was built by the Manchester Engine Works and delivered to the K. C. F. S. & M. Railway in September, 1880. Of type 4-4-0, its bridge weight is twenty-two ton. The boiler is of the wagon top type, built for 150 pound pressure. It has 181 two-inch flues, 11 ft. 10 in. long; the firebox is 71 11/16 by 34 3/8 inches; weight on drivers 56,000 pounds; weight of entire engine 88,000 pounds; tractive effort 14,000 pounds; tender capacity, seven tons of coal and 3,600 gallons of water.

It was given its present number in December, 1898, and was first run between Ft. Scott and Kansas City for about six years. Following that it was run for several years between Thayer and Memphis.

The old engine ninety-eight and one of the new 1500's show a striking contrast and represent forty-six years of engine development.

J. F. McEuen was one of the first engineers on the old ninety-eight, and he says the engine is just as good today as it was when he was running it.

"Of that series of engine the 79, 84, 88 and 98 are still in service," Mr. McEuen stated. "I never did have any trouble with it when I was the engineer. Once in awhile she'd break a spring hanger, but I can't ever remember a serious breakdown. She used to pull three coaches and they were much smaller than the ones we have today."

And the little old ninety-eight is still plugging along and according to Mr. McEuen can make sixty miles an hour today. There are few delays marked against it and it holds its own with the big fellows. While the service does not require as great an effort as is required from a 1500 type, it fills a particular niche in the Frisco's schedule.

The ninety-eight is a true veteran, and like most Frisco veterans, its service will some day terminate and while yet hale and hearty and able to receive praise, this little tribute is offered to the faithful little old engine and to the engineers who have handled it for many years.

New Low Record In F. L. and D. Payments

(Continued from Page 13)

revenue, or a further reduction of $75,000 in payments as compared with 1925.

I, therefore, hope that every officer and employe who receives a copy of *The Frisco Magazine* carrying this article, will analyze carefully the causes resulting in freight loss and damage claims and throughout the year put forth a most vigorous and energetic effort to assist us in reaching our goal and accomplishing our undertaking.

Meetings of the divisional, terminal, special, operating and general committees will continue in accordance with the general plan of the campaign at which freight loss and damage claims and their prevention will be discussed and action taken or plans formulated to remedy conditions or practices resulting in claims.

Suggestions from employes are cordially invited and will be thankfully received and considered and in this connection I desire to state that much of the success of which we are so justly proud is attributable to and grown from suggestions received from the employes generally and conditions, resulting in claims, that were corrected or remedied by action or suggestion of the various committees.

The general committee is keenly appreciative of the work done and the assistance rendered by the employes generally, and most earnestly solicits their continued efforts throughout the coming year.

A Page of Praise From Frisco Shippers

(Continued from Page 22)

W. S. Hutchison, auditor, of Ft. Worth, Texas, which tells a story of the relationship existing between the railroad and the shipper, and the fine co-operation extended:

"We certainly appreciate the manner in which you handled our claim covering alleged overcharge to Fullerton, La.

"It has always been our attitude to treat the railways as courteously as possible, and if anything should arise where we are able to use consideration rather than technical points, we always try to do so, and you can rest assured that your consideration in the above matter will not be forgotten by us."

Perhaps you wonder if the small courtesies which you perform are noticed.

Read the following letter sent to Mr. J. N. Cornatzar, by Mr. T. R. Wood of Tupelo, Miss., a patron of our road:

"Think when a railroad has a good man they should know it. I am a traveling salesman, using your passenger trains in making my territory. I arrived at New Albany, Miss., Monday morning (March 8, 1926). Mr. W. A. Moore, your efficient agent was on the job as usual. Porter had the step box too close to the coach step. Mr. Moore pulled the step out for safety first—jacked the porter up about it; assisted a poor woman with two grips and three children across to G. M. & N. tracks; helped to handle five or six trucks of mail across. Have known him for the past twenty years and was wondering if you had another so loyal, and his courtesies so abunddant. With men like him, a railroad would never lose my business."

A Chat With Frisco Chief Chemist M. A. Herzog

THE Laboratory in the year just closed broke all records for the amount of work handled in a similar length of time. During 1925 we made 21,488 tests, ranging from the simplest to highly complex determinations requiring several days to complete. Quite a lot, when you stop to think about it! In 1924, our next highest year, we totalled 18,348—and thought that we had done something.

I wonder how many of you have any but the haziest of ideas of what is done in a chemical laboratory? The conventional idea of a "chemist" is a white coated, bewhiskered individual with horn rimmed glasses, intently regarding a test tube which he holds aloft in a smelly room ornamented with many strangely shaped bottles containing brilliantly colored liquids. By the simple inspection of the substance in the test tube he is able at once to tell what it is, what it is composed of and how much of each ingredient, and whether or not it is "pure". How he does it cannot be explained—probably by the aid of some mysterious sixth sense. This idea has been so widely spread by the illustrated advertisements of manufactured products and by the newspapers that it is accepted with implicit faith by the majority of people.

If you believe it, however, you are all wrong. Neither whiskers nor horn rimmed glasses are really essential to the making of a chemist. And the test tubes and smells and colored liquids, while necessary, are not all that go to the making of a laboratory. Neither does the mere placing of a substance into a test tube cause it in some occult manner to give up all its secrets.

Chemical laboratory operations, as applied to testing work consists essentially of the analysis of substances—that is, taking these apart and finding out what the material is made of and how much of each constituent is present. This is done by the behavior of the substance when treated with other substances called "reagents". By treating a mixture of substances successively with the proper reagents, we can, first, identify each of the substances in turn, and second, separate them in such a form that they can be weighed or measured. This sounds simple enough, but these separations take much care, and some are very difficult to bring about. Only by painstaking work of a high order of accuracy, can reliable results be secured. The degree of accuracy required for analytical work and the small size of the quantities involved, will be brought home when it is stated that in our daily work we weigh accurately, quantities as small as one, three hundred thousandth part of an ounce.

* * * * *

Have you ever noticed how often the lost secret of the ancient Egyptians, hardened copper, is rediscovered? During the past two years there have appeared in the newspapers at least five separate accounts of how some hitherto unknown genius has succeeded in imparting to copper the hardness of steel. The discoverer is always some poor, hard working mechanic—(several of them have been railroad men)—who, through accident, found that dipping copper into a mysterious and always unnamed liquid so changes the nature of the metal that it will hold an edge like the best tool steel. The story usually includes an account of the refusal of a three million dollar offer for the secret by the steel interests and the virtuous refusal of the discovered to be bribed. And that's the last you ever hear of it—until the secret is rediscovered a few months later. Usually after the periodical resurrection of this story some kind friend will bring it to me and say, "There! You're a chemist! Why can't you do something like that?" Then I usually lose a friend.

Don't be fooled. The ancient Egyptians hardened copper, it is true, but they did it by adding tin to it, thus producing bronze, which has never been a "secret". Also, by no conceivable means can the dipping of a pure metal such as copper into any liquid under any conditions, produce an appreciable effect on the hardness. And, anyway, what would be the value of hardened copper in this age of steel?

Finally—if you discovered such a method and someone offered you three million dollars for it—would you refuse? Neither would I!

STOP! LOOK and LISTEN

By JOE L. MOORE, Commerce, Mo.

A train came speeding down the track
And Ike came speeding down the road; (Intermission)
With former kings and queens of earth,
Poor IKE HAS TAKEN HIS ABODE.

Of all mistakes that Ike e're made,
This last mistake was far the worst.
He should have lingered near the track,
AND LET THE PONDEROUS TRAIN BE FIRST.

Each day, somewhere in this broad land,
Some fellow tries to beat the train
To where his car and it will cross
AND HENCEFORTH: NEVER SMILES AGAIN!

Around the hearthfire in that home
Where once wreathed smiles—there is a tear.
And in the circle, once well filled,
ALAS! THERE IS THE VACANT CHAIR!

Upon a sombre little mound,
Where grass oft sparkles with the dew,
There on a slab is carved this line,
HE WAS BELOVED BY ALL HE KNEW.

Conductor John Geary, Aided by Jersey Cow, Gives Service Supreme

THE Frisco stands solidly for service, but never before has the attention of the Magazine and its readers been called to a more unique way of giving service than that initiated by veteran Conductor John Geary, who makes the run between Kansas City and Springfield on trains Nos. 20 and 21.

Recently when the train was some miles out of Kansas City, among the passengers was a young mother and her baby. The baby became so fretful that it was becoming a great care to the mother.

In desperation she asked Mr. Geary if it would be possible to get some fresh milk on the train.

Mr. Geary thought for a moment and then he said he would try to get her some.

He called the brakeman, Jack Hogue, and together they went to the baggage car where someone was shipping a nice old Jersey "bossy," and with the aid of the brakeman, Mr. Geary washed out a milk bottle and reaching through the crate bars, milked the cow.

The bottle of milk was taken back to the mother and in a very short time the baby was in dreamland, sleeping away the time while the train sped on its way taking them safely to their destination.

The mother was all smiles.

The conductor, as he made his trips through the train cast a smiling countenance at the sleeping babe and the brakeman chuckled as he went about in the performance of his duties.

Everybody happy and service rendered in full.

Cashier Ellis Gives Party

A unique celebration took place at the Henryetta, Oklahoma freight warehouse on March 6. H. H. Ellis, cashier of that station and formerly of Vinita, Oklahoma, gave a luncheon to the men from the freight, passenger and yard offices at the close of his first year at that station, and in honor of the men who had given him their wholehearted support. The luncheon was served in the freight warehouse to some twenty employes and visitors. The employes attending, pledged support to the popular cashier.

The Enormous Drain on Natural Resources and Perpetual Drain on Our Treasury

An Article on Fuel, Its Uses and Potential Economies in Railroad Work

By W. A. REESE

PART I

WE LEARN through information submitted recently by the Department of Commerce in Washington, that during the year of 1924 the railroad companies alone used up 140,794,275 tons of bituminous coal. The average cost of this character of fuel during the year of 1924, was $2.95 per ton, and there were 4,319,689 tons of anthracite coal used during the same year, at an average cost of $3.30 per ton.

W. A. REESE

By a few figures you will find that the coal bill for railroad companies alone, during the year of 1924 reached the enormous total of $436,637,791. This does not include the cost of the fuel-oil which was used to a great extent on several of the largest systems in this country.

Because of the present high price of fuel, and for other reasons quite as important, there was never a time when real efficiency in the use of fuel was more desired or needed, than at the present.

The amount of fuel used by railroad companies, be it understood, is only a part of that which is consumed for other purposes annually. During the year of 1923, we learn through the Department of Commerce, American mines gave up $2,020,114,000 worth of coal. Fuel-oil is not included in this item.

It is hard for one to estimate the amount of fuel this amount of money represents, and if this amount of fuel was placed in the ordinary coal cars and coupled together, a train long enough to reach more than twice around the world would be made.

Viewing the situation in this manner we are able to fully appreciate the perpetual drain on our natural fuel resources, and the enormous drain financially on your company's treasury.

Facing this fact alone, it seems to me that every employe of the various railroads would well pause and look with deep concern toward the fuel crusade. Bigger men than you and I are looking toward future generations with an altruistic spirit and wondering what would become of the people should "the alarm go off" the fuel is exhausting.

Fuel Is Big Problem

The question of fuel conservation has not only disturbed the minds of the biggest men in our country, but it is an international question. I have at hand information that "the third bi-annual meeting of the International Chamber of Commerce, which convened at Brussels, June 21 to 27 of last year, was told in a report and submitted by a committee of experts, that although the United States has within its borders, the largest supply of fuel in the world, including oil, natural gas, and coal, there will be nothing left within a few decades but coal. So great is the consumption of these fuels at the present time, it was suggested to the convention that exhaustion of these products would be postponed by the importation of liquid fuels, but it is not altogether improbable that by the year 1950, the greater part of the natural liquids and gaseous fuels will have practically disappeared."

It is true there will be enough fuel to carry on commercial activity so long as you and I live and perhaps for the next generation. This fact, however, should not serve even as a pretext for an excuse for one to be wasteful in the use of fuel. Every employe including those who are in authority, especially, who are in a position to prevent the waste of fuel, and refuses to do so, is in my opinion committing an economic crime against the oncoming generations.

Civilization was never wished upon you and I. It represents time, toil, work, drudgery, disappointment, failure, discouragement and martyrdom, where men have starved, bled, fought and died that you and I might enjoy the things we have today. Past and present generations paid the price. It was a heavy toll indeed, so that anything that you or I might do, or any part that we might play in the performance of our duties toward future generations will not in any measure repay the debt we owe.

The hope for higher efficiency along the lines of economy lies within the management's ability to bring about a general co-operation. There is nothing which will tend to stunt the ambition of one who is endeavoring to save, as quickly as the sight of one who is needlessly wasting. We should think about fuel, talk about it, attend all fuel meetings when it is possible and express our thoughts if, in our opinion they will tend to prevent waste. Hold nothing back. Throw all the light you can on this one subject; bring every accessory of action to bear in this achievement, and in so doing we more fully justify our existence as a part of the railroad to which we belong.

There has been a general crusade among the railroad officers and employes on the different railroads in the last few years in the economical use of fuel, and the railroad officials, no doubt, are in a position to show a remarkable saving has been brought about by a general co-operation of those whose duties bring them in contact with this expensive item connected with railroad operation.

When one thinks of the enormous amount of fuel used to operate railroads, it is worth while in this connection to pause a moment and think of the number of men who are offered an opportunity to show an individual saving. For, after all, it is the individual effort combined, which enables the railroad officials to look upon the final result with pride.

(Now turn to Page 43, please)

Hundreds of Frisco fuel workers will remember W. A. Reese, the author of the accompanying article, as the instructor in air-brakes and fuel economy who spent the years of 1923-24 on I. C. S. car No. 100, traveling every foot of Frisco Lines.

Mr. Reese is the author of a book dealing with fuel economy which was recently published, and this article consists of extracts and condensations from his published work.

The Frisco Magazine has secured the exclusive rights to the series of three articles, and Part I appears here. The second and third articles will be published in the May and June numbers of this magazine.

—W. L. H., Jr.