

Three Year Record Held by Springfield Freight Station in "No-Error" Campaign

Forty-two Workers Make Only 156 Errors in 332,960 Shipments Record Shows—All Have Long Frisco Service

By EMERY HAGUEWOOD

FROM the unsavory reputation of being "the worst place" on the Frisco System in freight handling, to the enviable position of "the most efficient" place, is the stride made by the Springfield, Mo., freight station.

For several years the men on the Springfield platform, aided and encouraged by W. C. Smith, general agent, and J. L. Boyd, platform foreman, have carried off the pennant for group No. 1, including the two St. Louis stations at Broadway and Seventh Street, Kansas City and Memphis, with great regularity. On the months they have not held the first position, they have been second, and never have dropped as low as third.

The pennant for Group No. 1, awarded to the station making the fewest errors in billing as compared with the number of shipments handled, has found an almost permanent lodging place at Springfield, in the opinion of the men employed there.

The average number of employes on the platform is 42, and 34 of these men have been in the service from five to twenty-five years and are entitled to merit transportation which is issued to employes with that length of service.

W. C. Smith, local agent, has been with Frisco Lines a few months more than 39 years, and W. J. Crawford, a platform worker, has 25 years to his credit. J. L. Boyd, platform foreman, is a 19-year service man, J. R. Williams has 17 years, S. M. Cox, assistant foreman, has 14 years, and W. Hay has 12. All in all, the workers have a combined service of more than 400 years, exclusive of Messrs. Smith and Boyd, and the newest man on the job has had three years and ten months service.

"I firmly believe that the reason we can so consistently take this pennant, month after month, is because of this long service among our men, combined with a remarkable spirit of co-operation and loyalty, and a verifi-check system that almost eliminates errors," Agent Smith said. "I've heard it said lots of times by various people, that a contented working force will do more than anything else to bring about results, and I believe it. Our men know each other socially as well as in business hours, and if there has been any argument or dis-



The Frisco champion freight station force is assembled above. The men are employed at the Frisco freight station in Springfield, Mo. They are, top row, left to right: Lee Howell, Otis Briggs, J. E. DePriest, Fred Cunningham, W. Pittman, M. Wingo, S. L. Stanfield, A. S. Compton, L. S. Prophet, J. A. Bockman. Center row, left to right: J. S. Haflinger, N. Quisenberry, C. H. Camaday, A. L. Robards, S. M. Cox, Fred Snow, J. E. Foster, O. Stanfield, Roy Chrisman, Ed Brockman, Fred Sutter, John Herndon. Bottom row, left to right: W. C. Smith (agent), J. L. Boyd (platform foreman), C. E. Clark, P. W. McKinley, M. T. Kelley, E. F. Henderson, W. W. Mitchell, W. Hay, C. R. Helfrecht and L. P. Trask.

sension among them in recent months, I haven't heard of it."

It is indeed a remarkable record which this station has made.

During the first eleven months of this year a total of 322,023 shipments were handled, as compared with 332,960 for the entire year of 1925, and 300,696 for 1924. A record is sure to have been reached when the year's figures are finally compiled, since only approximately 10,000 shipments were needed in December to reach last year's goal, and twice 10,000 are expected.

But the total of shipments does not constitute the remarkable part of this story. Rather, the astounding lack of errors is the feature.

Out of the total of 300,696 ship-

ments in 1924 from the Springfield station, only 134 errors were registered against the platform clerks. The average number of shipments for each month that year was 2,244, and Springfield was awarded the pennant eight months out of twelve that year.

In 1925 Smith and Boyd and the loyal workers set out to beat their own record, which was already the best on the system, and succeeded in doing it. They won 10 of the 12 pennants that year, and made only 156 errors out of 332,960 shipments of freight. January was the largest month that year, with 26,616 shipments and only five errors.

So far in 1926, Springfield is holding up its end, although it will not
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A "Happy New Year" of Thirty-four Years Ago



What time of the year is more appropriate for a reminiscence of the past, and all its happenings, than the New Year? The pen artist who drew the accompanying masterpiece, depicting names and scenes of the Accounting Department of St. Louis, Mo., in 1893, probably had no idea that it would be brought out and displayed in 1927—nearly a third of a century later. Instead of finding a goodly number of the seventy-one men, and six women, whose names appear on the pen sketch, now in service, only seven could be located now with the Frisco, three on the pension roll; and one not now with the company; and of the women, two are still in the service.

The names of John Starkey, F. C. Freiburg, J. W. Treymane, J. D. Nettleship, D. R. Davies, and E. S. Thomas appear on the Frisco payroll as still in the service in various offices in St. Louis, while W. B. Wells acts as general agent in the Chicago office. Messrs. W. P. Newton, T. J. Heath and Conrad Goehausen are on the pension roll, while G. W. Hutchinson is now associated with the Western Advertising Club of St. Louis. The Misses L. A. Robinson and S. Fish are still serving the Frisco in the offices of E. H. Bunnell and E. R. Belt of St. Louis, Mo.

The sketch is worthy of long study. First there are, dotted here and there and in two long sections, the "honor roll" of those who worked in 1893 for this department. One finds the old time bunch of flowers, the delight of pen artists. Neatly encircled are the names of the traveling auditors, and on the opposite side, with a typewriter for a symbol, the names of the stenographers, and a word or two of shorthand beneath.

Poetry, jokes, good wishes, jocular messages and fitting takeoffs are found, and we are told by one of those who worked then, that the "esprit de Frisco," was at fever heat in 1893, as it is now, and it would have been hard to have found a more enthusiastic, loyal and industrious railroad accounting force. They were filled with the same spirit that finds expression in the slogan, "One for all and all for one"—the Frisco.

More than one Frisco employe will glance at the scrolls and find the name of an employe whom he used to know or has heard about.

"BEGGARS ALL"

They beg to inquire and they beg to state;
 They beg to advise and they beg to relate;
 They beg to observe and they beg to mention;
 They beg to call your kind attention;
 They beg to remark and they beg to remind;
 They beg to inform you will herein find;

They beg to announce and they beg to intrude;
 They beg to explain and they beg to include;
 They beg to acknowledge and they beg to reply;
 They beg to apologize, beg to deny;
 They reluctantly beg for a moment of time;
 They beg to submit you an offer sublime;
 Till I wish I could put the annoying array,

Of beggars on horseback and send them away.
 —Chicago Bank Man.

Father was sitting in the armchair one evening, when his little son came in and showed him a new penknife which he said he found in the street. "Are you sure it was lost?" inquired the father. "Of course, it was lost! I saw the man looking for it!"—Maine Central Magazine.

Work of Famous Pensacola Coal Tipple Viewed by President Kurn and Party Recently

Many Ships of All Nations Are Coaling at Frisco's Excellent Pier on Florida Gulf Coast

ON the morning of October 19, Mr. James M. Kurn, President of Frisco Lines; Mr. J. E. Hutchison, vice-president, and a representative group of citizens of the city of Pensacola, Fla., witnessed the operation of the Frisco coal tipple, when it filled the bunkers of the first steamship to coal at the tipple pier since the acquisition of the Muscle Shoals, Birmingham & Pensacola Railway by the Frisco Lines. The ship to have the honor was the "Megna," a British steamship which took eighteen cars of coal from the Birmingham fields. The tipple operated to the satisfaction of everyone concerned, coal pouring into the various hatchways of the ship at the rate of 600 tons an hour.

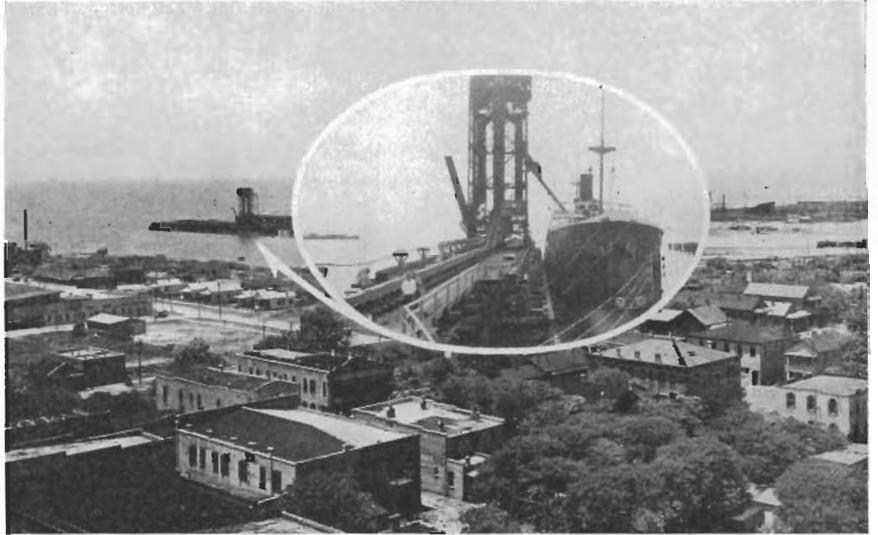
The pier has always been a popular one, and from October 19 until November 3, ten ships had taken coal. It is forty-eight hours nearer the Atlantic Ocean than the docks at any of the New Orleans ports, and one of its great advantages is that ships can pull up to the pier under their own power, without calling for a tug to assist them.

While the procedure of bunkering coal at this pier with the reconstructed coal tipple will soon become routine, just now it is a novelty, and it was with the utmost interest that the group watched the gondola cars approach the dumping hoppers on the two parallel spur tracks, stop above them to dump the coal and move forward to an electric transfer table, which took them, one at a time, to a third track for removal.

As the coal fell through the hoppers it was conveyed by a short iron link belt to the long, endless rubber belt which runs the entire length of the dock, and was picked up by the tipple proper, carried to the top in bucket conveyors, and dumped down a chute which hung over the bunker hatch of the ship.

This coal tipple is equipped with ten motors, varying in size from 100 H. P. to 2½ H. P. The tower of the tipple stands 100 feet above the water level and can be moved to any position in coaling a ship. Collie Malone, the chief operator, and his assistant, operate the coal tipple, one in the control room of the tower and one on the land end of the pier, by telephone communication.

One of the most interesting features of the tipple, is the long belt which carries the coal from the cars. It is 1,260 feet long and 42 inches wide and weighs nine tons. It was



The above picture taken from the roof of a Pensacola business building, gives an excellent view of the wharves and dock facilities at Pensacola, with the Frisco's giant coal tipple in the distance. In the insert, a close-up of the tipple at work coaling the bunkers of a steamer.

shipped to Pensacola in two pieces, and a factory representative who accompanied the shipment, spliced and vulcanized it after its arrival. In this process a special electric vulcanizer was used, which alone weighed 3,500 pounds.

The ships which have called for bunker coal so far have taken on an average of from 800 to 1,000 tons, but out of the ten ships coaled up to November 3, none of them had been able to take the full capacity of the tipple for any length of time, account of filling the bunkers faster than the coal could be cleared out of the way. For this reason it was necessary to stop and move to a new hatchway, after making a fifteen or twenty minute run.

While the "Megna" was the first ship to take coal at this pier, she flew the British colors. The first American ship to be coaled was the "Bantu" which pulled into the pier on October 21, and took on four cars of coal. Other ships arriving at the specified dates are as follows: "Mar Ferrera," Spanish ship, October 20, took 17 cars; "H. J. Lawrence," American ship, October 22, took 5 cars; "Anneberg," Danish ship, October 26, took 2 cars; "Southern Isles," British ship, October 27, took 8 cars; "Muneric," British ship, October 30, took 8 cars; "Craftsman," British ship, November

1, took 145 cars; "Barondrecht," November 3, Dutch ship, took 13 cars.

Many of the ships carried interesting cargoes: for instance, the "Muneric" flying under British colors was loaded with mahogany logs from Africa, and the cargo was valued at \$2,000,000. The Dutch ship, the "Barondrecht," was loaded with gasoline. On this ship were six "No Smoking Signs," in as many different languages. They were placed at different points on the ship and appeared as below:

Smoking Prohibited (English).
Verboten Te Rookten (Dutch).
Rauchen Verboten (German).
Defense De Fumer (French).
Prohibido Fumar (Spanish).
Rokning Stanctly Forbudt (Danish).

The crew that manned this ship was made up of men from many different nations, hence the variety of signs.

The ships which have taken coal at the Frisco's Pensacola pier have all been representative ocean vessels. Could the "Megna" be placed end on end, its length would equal the height of a ten-story building.

The coaling of these foreign ships, is the first direct contact with foreign lands by the Frisco Lines and its employes. It is most interesting, and it brings visions of foreign commerce with limitless possibilities.

Frisco Equipment Damage Continues to Reduce With Employee Aid

FOR the first time in eight months, the record of rough handling on Frisco Lines shows a decrease in the number of cars damaged in 1926, as compared to the same period in 1925, according to figures for the first eleven months of 1926 compiled in the office of the operating department statistician. Although each month's totaled reports for the year have shown a decrease in the amount of dollars and cents in equipment damage, the number of cars has been more for 1926 than for 1925.

This month marks the departure which the operating department hopes to keep permanent. In a letter to all superintendents under date of December 9, Mr. M. M. Sisson, assistant general manager, calls attention to the decrease in the number of cars damaged in the amount of 2.5

per cent, and urges all employees engaged in this work to a further effort for 1927.

"As a result of this performance it is clearly indicated that the improved condition of the equipment as well as the placing in service of more steel underframe equipment has resulted in less damage. We have not accomplished as much as we should in reducing rough handling, nor as much as I had hoped we would through the intensive campaign that has been waged in the last three years to bring this about. In the face of these reductions our claim payments have not shown a decrease as yet, and we have a long way to go before we will have accomplished what we set out to do in bringing about a decrease in the number of cars roughly handled."

In the statistical statement printed at the bottom of this page, it will be noticed that Springfield Terminals held first place for all three periods, Birmingham second, St. Louis third.

The central division successfully jumped to first place in 1926, while the eastern dropped from first place in 1924 and 1925 to second place this year. The southern and western divisions each jumped up from fourth and fifth place respectively, in 1924 and 1925 to third and fourth in 1926.

The slogan for last month's campaign was furnished by S. C. Cole of Sherman, Tex., and was "Rough Handling May Not Be Entirely Eliminated, But by the Co-operation of All We Can Make a Wonderful Improvement."

The statement for the first eleven months of 1926 follows:

| DIVISION OR TERMINAL | NUMBER CARS DAMAGED | | | AMOUNT DAMAGE | | | NUMBER CARS HANDLED | | | PER CENT DAMAGED TO TOTAL | | | STANDING | | |
|----------------------------|------------------------|------|------|---------------|-------------|-------------|---------------------|-----------|-----------|---------------------------------|-------|-------|----------|------|------|
| | 1926 | 1925 | 1924 | 1926 | 1925 | 1924 | 1926 | 1925 | 1924 | 1926 | 1925 | 1924 | 1926 | 1925 | 1924 |
| TERMINALS | | | | | | | | | | | | | | | |
| Springfield | 11 | 20 | 35 | \$ 1,205.00 | \$ 1,851.00 | \$ 2,507.50 | 721,385 | 790,941 | 691,068 | .0015 | .0025 | .0051 | 1 | 1 | 1 |
| Birmingham .. | 43 | 68 | 84 | 3,415.00 | 2,018.00 | 2,652.00 | 771,386 | 662,960 | 568,362 | .0056 | .0103 | .0148 | 2 | 2 | 2 |
| St. Louis | 87 | 76 | 128 | 3,243.00 | 4,126.00 | 7,935.00 | 719,895 | 721,581 | 644,004 | .0121 | .0105 | .0199 | 3 | 3 | 4 |
| Tulsa | 142 | 232 | 282 | 2,623.00 | 7,542.50 | 8,437.00 | 641,837 | 788,937 | 652,954 | .0221 | .0234 | .0432 | 4 | 6 | 6 |
| Memphis | 240 | 189 | 219 | 9,681.35 | 8,233.44 | 8,862.00 | 1,073,200 | 1,135,765 | 1,170,701 | .0224 | .0166 | .0187 | 5 | 4 | 3 |
| Kansas City .. | 203 | 172 | 241 | 4,712.90 | 6,527.00 | 4,256.00 | 653,134 | 659,381 | 626,928 | .0311 | .0261 | .0384 | 6 | 5 | 5 |
| Total | 726 | 757 | 989 | \$24,880.25 | \$30,297.94 | \$34,649.50 | 4,580,845 | 4,759,565 | 4,354,017 | .0158 | .0159 | .0227 | .. | .. | .. |
| DIVISIONS | | | | | | | | | | | | | | | |
| Central | 13 | 12 | 31 | \$ 702.00 | \$ 1,162.64 | \$ 607.40 | 382,502 | 386,166 | 350,013 | .0034 | .0031 | .0089 | 1 | 2 | 2 |
| Eastern | 34 | 22 | 47 | 800.28 | 1,230.00 | 2,313.26 | 827,532 | 829,514 | 696,188 | .0041 | .0027 | .0068 | 2 | 1 | 1 |
| Southern | 66 | 79 | 134 | 3,105.50 | 7,204.10 | 3,905.82 | 905,740 | 868,599 | 813,148 | .0073 | .0091 | .0165 | 3 | 4 | 4 |
| Western | 21 | 25 | 26 | 2,089.00 | 766.00 | 2,146.00 | 233,697 | 231,859 | 210,446 | .0090 | .0108 | .0124 | 4 | 5 | 3 |
| River | 63 | 114 | 283 | 2,108.50 | 5,051.50 | 6,379.50 | 465,244 | 425,666 | 429,051 | .0135 | .0268 | .0660 | 5 | 7 | 7 |
| Northern | 143 | 82 | 161 | 2,544.80 | 3,597.50 | 4,990.83 | 1,035,425 | 1,028,808 | 926,535 | .0138 | .0080 | .0174 | 6 | 3 | 5 |
| Southwestern .. | 155 | 161 | 251 | 4,495.50 | 4,434.51 | 6,059.75 | 1,056,362 | 1,060,546 | 909,354 | .0147 | .0152 | .0276 | 7 | 6 | 6 |
| Total | 495 | 495 | 933 | \$15,845.58 | \$23,446.25 | \$26,402.56 | 4,906,502 | 4,831,158 | 4,334,735 | .0101 | .0102 | .0215 | .. | .. | .. |
| Texas Lines .. | 24 | 25 | 15 | 440.15 | 591.50 | 228.40 | 146,180 | 158,908 | 154,582 | .0164 | .0157 | .0097 | .. | .. | .. |
| Total System | 1245 | 1277 | 1937 | \$41,165.98 | \$54,335.69 | \$61,280.46 | | | | | | | | | |

1926 compared with 1925—Per cent decrease in number cars damaged, 2.5%.
 Per cent decrease in amount of damage, 24.2%.
 Per cent increase in number cars handled per car damaged, 1.35%.
 Per cent decrease in amount of damage per car handled, 23.33%.

Frisco Beauty in Warwick, Okla.



It's wintertime in most Frisco towns along the way, but with a little effort of the imagination, one can fairly bring to life the flowers shown in the accompanying picture.

The picture is of the Frisco pump house at Warwick, Oklahoma, taken late this fall, while the rambler roses were still rambling, and the daisies were flopping their heads in the breeze.

Just a small plot of ground—a bit of landscape gardening—and a thing of beauty for all to behold.

AGENCY CHANGES FOR DECEMBER

C. O. McCain installed permanent agent Ft. Scott, Kansas, vice E. E. Dix, retired, effective December 1.

G. B. Homan installed temporary agent, Benton, Mo., December 3.

J. C. Wimberly installed permanent agent Netherlands, Mo., December 4.

W. V. McAdams installed temporary agent Grider, Arkansas, December 6.

D. Asher installed permanent agent Biggers, Arkansas, December 7.

E. B. Robinson installed permanent agent Ste. Genevieve, Mo., December 8.

M. Buttram, installed permanent agent Proctor, Okla., December 10.

E. J. Lemmons installed temporary agent Hallowell, Kansas, December 11.

Alfred Reynolds Was Personal Bodyguard to General Bonneville in Reconstruction Days

Retired Negro Sand-Drier Has Interesting History Antedating His Twenty-two Years Service

“ALFRED REYNOLDS (c) laborer, residence Eleventh Street.”

The above identifying line is given by the city director of Fort Smith, Ark., for an aged negro.

It is unenlightening to say the least, and does not indicate that Alfred Reynolds is a former employe of the Frisco Lines at Ft. Smith, Ark., and has been on the pension roll of that company since September 1, 1925. Neither does it indicate that he was at one time the body servant of General B. L. E. Bonneville of the United States Army, romantic adventurer and soldier.

Alfred Reynolds does not remember all of his history. Since he can neither read nor write, he has kept no record of dates and data which might prove of interest to his grandchildren. Reynolds does not even know just how old he is.

However, he does remember some of his early experiences. He was born on a plantation near Russellville, Ark., the son of slaves. He, himself, was owned by Col. Thomas Howe, owner of a large plantation. His first work was in the cotton fields. When Civil War was declared, following the Emancipation Proclamation, Colonel Howe rushed all the slaves which he owned into Texas, with a view of holding them until the close of the war.

When peace was declared and Reynolds was free, he made his way back to the old plantation in Arkansas where his father was attempting to collect the scattered family of children who had been sold to different owners. When they had at last been brought together, the family moved to Fort Smith. This, as Reynolds remembers it, was in 1869 or 1870.

Soon after coming to Ft. Smith, he met General Bonneville, soldier and explorer, and one of that city's famous characters. If Reynolds' dates are correct, that was the year before General Bonneville, whose romantic adventures in the West inspired the pen of Washington Irving, was married in Ft. Smith to Miss Sue Neis. He was employed as the personal servant of the General, and coachman for the family.

In 1903 he entered the service of the Frisco as a sand drier at Ft. Smith, where he remained, serving the company in the same capacity for twenty-two years.



ALFRED REYNOLDS

Reynolds has a powerful physique. He is more than six feet in height and was at one time, one of the strongest men who ever lifted a shovelful of sand for the Frisco. But old age, though it did not weaken his powerful arms, slackened his pace, and he was retired from active service, but assured of a comfortable old age through being placed on the pension roll.

His real laboring days are over. Now he busies himself about his little home on Eleventh Street, which he owns. He talks sparingly of himself and his services with the Frisco, but a new expression comes into his face, when mention is made of the days when he served the General, and somehow, his railroad service fades into oblivion when he discusses the garrison festivities. One can imagine his six feet clothed in the grandeur of a coachman's livery, on the driver's seat of an elegant carriage of that period.

He talks at length of the brilliance of those times and recalls with eloquence the gayety of the old days, when he drove the General and his

Frisco Friends Visit Sunday Class of Retired Employe

W. H. Churchill Surprised With Large Attendance at Kansas City Bible Class

W. H. Churchill, veteran trainman, is retired from Frisco service, but he is still active in directing human travel. As the *Magazine* for March stated, he has the distinction of being captain of one of the divisions of the world's largest Bible class of the First Baptist Church of Kansas City, Mo.

On October 20, Mr. Churchill celebrated his seventy-third birthday, and on October 24, a group of fourteen men, headed by W. B. Berry, master mechanic of Kansas City, attended the services of the Bible class, en masse, to pay their respects to the Frisco veteran. The men included ten foremen, John Forster, inspector of mechanics, and Frank L. Gorman, a conductor of thirty years' service who traveled 200 miles to be present.

Mr. Churchill's division on that Sunday went over the top with an attendance of 259 men, and the total attendance of all the divisions was 1,786.

In greeting his many friends, Mr. Churchill was touched by their mark of devotion and in addressing them, he said: "I was 73 years old October 20, and this Sunday marks my 156th continuous attendance at this class as a member. If I could make the men of Kansas City understand what our class has done for me in the three years in which I have been a member of it, and what it means to me today, it would require all the Masonic temples in Kansas City to take care of the overflow from regular sessions of the class in Convention Hall."

One son has followed his father in a railroad career and is now yardmaster at Memphis, Tenn.

wife and their guests to brilliant social events at the homes of Ft. Smith's elite—"quality folks" as he calls them. The styles of the times, the manners of the southern ladies and gentlemen, their likes and dislikes have lived with him these many years, and he can relate stories of festivities which live long in one's memory.

One gathers, from talking to him—from his manner and his speech—that he must have been the perfect servant of the General, and the reason for his refusal to discuss his own life might be due to the remembrance of his slave days, and his lack of freedom of speech.

He is grateful for the compensation which he receives from the railway company which makes his old age an independent one, and if his mind goes constantly back to the times of the gay General and his coterie, rather than to the many hours in the twenty-two years that he served the railway company, shoveling sand—who can blame him?