

A Synopsis of the National Safety Congress

By M. L. RYAN



The four men above, together with S. F. Cooper of the North Car Department, represented 3,000 shop craft employes of Springfield, at the National Safety Congress held in Chicago, September 26-30. They are, left to right—M. L. Ryan, safety supervisor, west shops; James Wolf, north shop; V. L. Johnson, reclamation plant; and A. J. Thomas, coach shops.

It certainly was a thrill to attend the Sixteenth National Safety Congress to be held September 26th to 30th.

Arriving at the Union Station in St. Louis, Sunday morning at 7:30 and being met by Mr. Z. B. Claypool, who advised all the committeemen and their wives how to get to the Frisco office building at Ninth and Olive streets. The roll call of all present showed fourteen ladies and thirty-one gentlemen, a regular get together meeting was held after instructions from Mr. H. W. Hudgens, and all marched up to Centenary M. E. Church to attend the Bible Class.

Then to the Union Station, boarding a special pullman car furnished by the Chicago & Eastern Illinois R. R. on their crack noonday train to Chicago, arriving in Chicago after having a very pleasant afternoon visiting each other and holding open forums in the smoker regarding accidents and the prevention of same at our various shops and terminals. Finally the porter advises us Chicago was the next stop.

At the Dearborn Street Station, a line was formed and all walked over to the Stevens Hotel four blocks away, and such a grand place, everyone was eyes and ears at the building for it was still daylight. After the usual procedure to procure rooms and placing of our traveling bags, the most of the delegation went window shopping on State Street or Michigan Boulevard. On Monday morning everyone registered and received a badge, this entitled the wearer to attend any meeting during the week, also other privileges the National Safety Council had.

The President of the National Safety Council called the congress to order at 9:00 a. m., Monday, September 26th, after this meeting adjourned

an inspection of exhibits was made to see what was new in accident prevention equipment, each delegate took a keen interest in the exhibits, as there was everything for the home, playground, industry, highway, first aid and hospitals, clothing for hand, head, feet and protection of the eyes, etc.

The Steam Railway Section was the largest section of the congress. It was also honored by having a great number of presidents, vice-presidents and general managers present at a great number of the meetings which was an inspiration, and to know that these men were behind this feature of railroading. At these meetings various phases of the hazards in railroad work were discussed, also ways and means to eliminate these conditions, I just wished that each and everyone on the Frisco could attend these meetings to see the sincerity of these men, and the interest taken to prevent the wrecking of human beings in railroad work. Men would not be so careless or tolerate a careless fellow worker. Of course it is impossible for all to go and I sincerely believe that the Frisco delegation will pass this inspiration on to their fellow workers and if they want to tell you how to do your work safely, listen to them, not only for your own sake, but those depending upon you for a livelihood. These men and women who had the privilege of attending this congress could see the enormous tasks before them and have realized the meaning of "accident prevention."

I attended several sessions which were on strictly industrial conditions and shop practice. In these deliberations and discussions some of the men pleaded for a way to get their management and foremen interested in accident prevention and all seemed

FRISCO AT CELEBRATION

Third Annual Scott County Neighbor Day at Benton a Success

FRISCO LINES contributed prominently to the success of the Third Annual Scott County Neighbor Day, held October 6 at Benton, Mo., under the auspices of the Scott County Farm Bureau. Music for the festivities was furnished by "The Sunnyland Serenaders" of Memphis, through the courtesy of the Frisco Lines. The orchestra booth was decorated with Frisco trade marks. The total attendance was approximately 15,000.

A better health contest was conducted by officials of the State Board of Health. The athletic field was the scene of various contests. Miss Irene Pobst, Chaffee, Mo., was crowned queen by Congressman James F. Fullbright, of Doniphan. A pageant in connection with the coronation ceremony was presented by thirty young women from Southeast Missouri State Teachers' College, Cape Girardeau, Mo. Farm displays were in the basement of the community building.

Frisco representatives who attended were: J. N. Cornatzar, passenger traffic manager; J. H. Livingston, milk traffic agent; C. B. Michelson, supervisor of farm marketing; J. A. Moran, superintendent river division; Jack Claiborne, assistant superintendent; Mr. McBroon, chief clerk, Chaffee, Mo.; J. T. Hulehan, general agent, Cape Girardeau, Mo.; Grant Reagin, agent, Morley, Mo., and A. G. Anderson, vegetable agent, Blytheville, Ark.

The Benton Lions Club entertained the queen and her eleven maids of honor, as well as a large number of guests at a banquet in the evening.

The personnel of "The Sunnyland Serenaders" is as follows: J. L. Harrison, piano; Lewis Nute, saxophone; Maurice Haste, saxophone; Paul Miller, trumpet; King Johnson, drums; Freeman Bonds, saxophone; John Evans, banjo (organizer of the orchestra); Frank Bauer, trumpet, and H. P. Schild, trombone.

to agree that it was a matter of education to get these officials to accept their responsibility.

At night there was a moving picture shown which lasted over three hours. These pictures showed the industrial, fire, home and highway hazards, as these pictures passed over the screen, I wondered if thinking was getting to be a lost art in the human mind, all of these conditions could be corrected if the person would think.

In conclusion I would like to see all members of the Frisco Family take a greater interest in accident prevention, making this system a better one to work on, and hope by so doing they will be able to attend one of these inspiring assemblies some day.

For Meritorious Service

RIVER DIVISION

Superintendent J. A. Moran reports the following cases of meritorious service:

W. O. Cook, engineer, and G. Q. Briggs, fireman, train 808, August 24, were commended for special efforts made by them in making repairs to locomotive in their charge and handling train through to destination.

J. H. Gold, conductor, and Earl Ormsbee, brakeman, train 835, September 20, were commended for their alertness in locating, reporting and having condition of track repaired that might possibly have caused derailment.

W. W. Moguh, conductor, and Clarence Coon, brakeman, train 802, August 21, were commended for their alertness in locating and reporting unfavorable condition of track at M. P. 70, as their train was passing on this track. Immediate report made to section foreman and condition corrected.

A. W. Aubuchon, engineer, Lee Taylor, conductor, and Paul Montgomery, brakeman, were commended for special efforts displayed in repairing a car being handled in train 806, September 4, that permitted handling car to destination without delay.

NORTHERN DIVISION

Superintendent W. H. Bevans reports the following cases of meritorious service:

Ira Skipper, section foreman, Waco, Kans., September 16, flagged train No. 166 at M. P. J-151 because brake beam was down on car CBQ 185764. His personal record was credited with five merit marks.

S. G. Samuels, operator, Pleasanton, Kans., extinguished pasture fire set by train 1/162. The pasture was slightly damaged. Mr. Samuels has been commended.

E. M. Estus, agent, Riverton, Kans., discovered bad wheel on car SF 50318 at Riverton and made report before permitting car to proceed. He has been commended.

G. W. Arnold, train porter, Union Station, Kansas City, Mo., September 1, flagged on train 105 from Paola to where train met train 108 which also was flagging on account of block being out south of Paola, saving a delay of about ten or fifteen minutes to both trains. He has been commended.

Mrs. Clara Frey, operator, Cherokee, Kans., night of September 4, notified crew on rear of train 154 that brake beam was down on car PRX 578. Brake beam was removed. Her personal record was credited with five merit marks.

R. B. Long, frog repairer, Girard, Kans., found broken rail on Girard branch. His personal record has been credited with five merit marks.

P. A. Weathers, operator, Cherokee, Kans., discovered brake beam down on car PTX 3605 on train extra 4017, north, morning of September 11 as train was leaving Cherokee, stopped the train and notified crew. His personal record has been credited with five merit marks.

Frank Stapp, brakeman, Pittsburg, Kans., found a broken wheel on car SF 16345, empty coal car, which was on the J. & P. connection. His personal record has been credited with five merit marks.

Clyde Kerley, engineer, Pittsburg, Kans., noticed a broken rail on repair track at Scammon, Kans., as his train passed that point, stopped his train and notified section men who repaired the rail. Mr. Kerley has been commended.

J. L. Reynolds, conductor, and Homer Logan, brakeman, both of Fort Scott, Kans., found partly open a door of a merchandise car and shut and cleated the door to prevent robbery. They have been commended.

SOUTHWESTERN DIVISION

Superintendent C. T. Mason reports the following cases of meritorious service:

W. T. Mills section foreman, Snyder, Okla., while on his way home, evening of September 21, noticed while train 450 was switching at Snyder, draw bar down in center of track; gave stop signals and assisted crew to remove draw bar. His personal record has been credited with five merit marks.

W. M. Dixon, brakeman, West Tulsa, Okla., September 11, found broken arch bar on car TCX 402, train 535. His personal record has been credited with five merit marks.

B. H. Terry, conductor, West Tulsa, Okla., September 15, found carrier iron down on car SF 126153, train extra 4110, south, and made such temporary repairs as were necessary to carry the car to Francis, thereby preventing possible serious delay to a car of red ball merchandise. His personal record has been credited with five merit marks.

R. S. Nance, conductor, and E. J. Maher, brakeman, both of Oklahoma City, train 412, October 1, assisted in cribbing up track at washout at bridge G-564.4. The personal record of each of these men has been credited with fifteen merit marks.

U. A. Pond, brakeman, West Tulsa, Okla., while on extra 4162 south, October 6, found end of a door open and sacks of cement caught between door and door sill on car SF 34915, and rearranged the door and cement to prevent

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E. R. O. MUELLER PROMOTED

Frisco Veteran Made Auditor of Freight Accounts, Oct. 1

ONE of the Frisco "boys" in 1894 and now, after thirty-three years have passed, still one of the Frisco "boys" is E. R. O. Mueller, who, on October 1, 1927, became auditor of freight accounts, with headquarters in the Frisco Lines general offices, St. Louis.

"I am a Frisco product," said Mr. Mueller. "I was born at St. James,



E. R. O. MUELLER

Mo., on the Frisco Railroad, March 20, 1878, and have never worked for any other company but the Frisco."

Mr. Mueller is a committeeman of Troop 245, St. Louis Council, Boy Scouts of America. His son, Robert K. Mueller, 14 years old, is a member of this troop.

Mr. Mueller entered the Frisco service July 24, 1894, as a messenger boy at the Seventh Street Station of the Frisco, at St. Louis. He worked diligently at that station and achieved the position of chief accountant.

In September, 1912, he became traveling auditor, maintaining his headquarters at Carthage, Mo. He went with the operating department October 15, 1917, as inspector of stations, changing his headquarters to Springfield, Mo.

When this position was abolished, July 15, 1918, he became traveling auditor again, this time with his headquarters at St. Louis. He was promoted, January 1, 1919, to the position of chief clerk to the auditor of freight accounts. Another promotion, October 15, 1924, and he became assistant auditor of freight accounts, and last October 1, he became auditor of freight accounts, succeeding W. E. Bernthal, who has become auditor of overcharge claims.

FRISCO AT DAIRY SHOW

Many Officers Attend at Memphis,
Oct. 21-22—Scout Band Pleases

WITH flags flying, trumpets blaring and drums rolling, the famous 110-piece Boy Scout Band of Springfield, Mo., pride of Frisco Lines, dismounted from a special Frisco train in Memphis the morning of October 20, and completely captivated the tens of thousands of people in that city for the combined Tri-State Fair and the National Dairy Show.

It was impossible to distinguish whether President Kurn, marching at the head of the band from Union Station to Court House Square was prouder of the organization or the boys, playing their instruments behind him, were prouder of their rail president-sponsor. At any rate the appearance of the boys at the great fairgrounds that afternoon was the occasion for prolonged and enthusiastic cheering.

R. F. Carr and W. L. Smith, Memphis capitalists, entertained the Scouts and the visiting Frisco officials with a chicken dinner at the Peabody Hotel in the evening, and President Kurn, Vice President Koontz, and Passenger Traffic Manager Cornazar were among those who made brief talks to the scouts.

The arrival the morning of October 22 of the equally famous Girls' Drum Corps of Springfield, also under the direction of Prof. R. Ritchie Robertson, added to rather than detracted from the glory of the Scout band.

Together the two organizations marched to the Peabody Hotel from the station, there to give the second series of concerts in the two days' period. Then the Memphis Press-Scimitar and the Memphis Commercial Appeal papers were serenaded and it was still early morning when the two Frisco Lines musical organizations arrived at the fairgrounds for their second triumphal day of parades and playing.

Both musical organizations were sent back to Springfield the night of October 22 on special Frisco trains.

October 21 was "Railroad Day" at the National Dairy Association and Tri-State Fairs,—and Frisco Lines took the honors among the eleven trunk line railroads in Memphis by sending 20 executive, general and division officers to the affair, the largest number of any railroad running into Memphis.

Those who attended on "Railroad Day" from Frisco Lines were: J. M. Kurn, president; J. R. Koontz, vice president; F. H. Hamilton, vice president, secretary and treasurer; E. T. Miller, vice president and general solicitor; F. H. Shaffer, general manager; M. M. Sisson, assistant general manager; S. S. Butler, freight traffic manager; J. N. Cornatzar, passenger traffic manager; W. L. English, supervisor of agriculture; J. L. McCormack,

Frisco Float Makes Hit in Ft. Worth Parade Oct. 19



When Fort Worth, Texas, held its first annual Safety Parade on October 19, the Frisco Lines float brought a round of cheers from one end of the line of march to the other. Arranged under the direction of Vice-President McCarty and C. G. Beckley, claim agent, prepared by General Foreman E. F. Tuck and his men, and bearing fifteen of the prettiest girls in Texas—all employes of the Frisco Lines general offices, the Frisco float was far ahead of other contestants and made a great hit. The above picture was taken in front of the Frisco Lines general offices in Fort Worth just before the parade.

superintendent of freight loss and damage claims; J. H. Doggrell, superintendent of transportation; R. B. Butler, superintendent Southern division; J. A. Moran, superintendent River division; S. T. Cantrell, superintendent Central division; E. L. Magers, superintendent Eastern division; W. L. Huggins, Jr., director of publicity; C. B. Michelson, farm marketing agent; J. H. Livingston, milk traffic agent; and A. J. McDowell, dairy agent.

Mr. McDowell, as secretary of the National Dairy Show was one of the busiest men in Memphis during the week of that event, and he was accorded great credit for the tremendous success of the undertaking.

A RECIPE FOR INK

W. B. McEvelly, agent for the Frisco Lines at Grandview, Mo., has a recipe for making ink, and offers it to the employes of the Frisco.

"The cost is about two cents", he writes the *Magazine*, and everyone can make it and save the company from purchasing."

Here is the recipe: "to one quart of water, add one-half pint of common vinegar. Take the old discarded stubs of indelible pencils, cut the lead out and place in the water and vinegar and let it set for one hour. Then shake well. This ink will flow through any fountain pen made and will not gum up. If distilled water is used, the results will be much better."

FOR ACCIDENT PREVENTION

Fifty employes of the Springfield west shops, coach shops and north side shops attended accident prevention meetings on October 3, 4 and 5 respectively.

Reports of new business were made, and reports given showing that defects, previously recorded, had been corrected.

More than 300 employes attended accident prevention meetings at the following points, September 1 to 30 inclusive; superintendent terminals office, St. Louis; reclamation plant, Springfield; mechanical department, Monett; mechanical department, West Tulsa; Tulsa terminal, Tulsa; mechanical department, Sherman; transportation department, Clinton; mechanical department, Hugo; mechanical department, Enid; superintendent terminals office, Birmingham; mechanical department, Memphis; transportation department, Enid.

SPECIAL FOR K. of P.

A delegation of 200 Knights of Pythias traveled from St. Louis to Springfield via Frisco Lines in a special train, October 8, to attend a homecoming in that city. The train carried one combination baggage-coach, two chair cars, two coaches and a diner. Stops were made at Pacific, Cuba and Newburg. Return trip was made the night of October 11.

Station Employes on Avarad Sub Hold Picnic at Fish Park

By C. A. THORNTON, Agent-Operator, Helena, Oklahoma.



THE Frisco station employes on Avarad sub of the Western division, together with their families, held an all day picnic at Fish Park, near Helena, Oklahoma, Sunday, September 11.

A basket dinner followed the morning activities, and swimming and other athletic events filled the afternoon. A part of the number who attended are shown in the accompanying photograph and include, reading from left to right, top row: Clarence Canady, son of assistant superintendent, Enid; W. R. Wilson, agent, Carmen; F. K.

Shrock, agent, Carrier; C. A. Thornton, agent, Helena; Mrs. F. K. Shrock; F. C. Lea, agent, Goltry; J. J. Hood, agent, Dacoma; Mrs. R. C. Canady; R. B. Whitsen, relief agent, Hopeton; Eugene Canady.

Seated: Mrs. E. G. Gano and two daughters, family of helper, Helena; Mrs. J. J. Hood, Ruth Thornton, Mrs. C. A. Thornton, Mrs. W. R. Wilson and Marie Wilson.

Another outing is planned before the winter months and Carmen was selected as the point of meeting. The date was not announced.

GEO. BALL BETROTHED

An announcement of interest to a very wide circle of friends is the engagement and approaching marriage of Miss Zoe Cole of Memphis, Tenn. to George L. Ball, of St. Louis, super-



GEORGE L. BALL

intendent of insurance of the Frisco Lines. The announcement was made in St. Louis at a dinner given by Mr. and Mrs. Henry Meier at the Bellerive Country Club. Miss Cole is the daughter of the late Mr. and Mrs. William I. Cole, of Memphis, Tenn., and a sister of Mrs. Henry Meier, a former St. Louisian.

The acquaintance of the couple is of long standing and dates from 1899 when Mr. Ball was located at Memphis in the capacity of secretary to the superintendent of Frisco Lines. Miss Cole has spent much of her time during the past few years traveling abroad and in this country. No date has been set for the wedding, which is scheduled for the early winter.

Employes Urged to Read Book of Rules

A plea to transportation and maintenance-of-way employes of the Frisco Lines to read often and carefully the new book of rules issued November first is contained in the following article written by "an employe:"

"You have all heard more or less of the new book of rules and many have concerned themselves about it only to the extent of wondering when it is 'coming out.' The thousands of dollars expended by the Frisco and the effort required to produce the new rules are facts that perhaps very few appreciate.

"Those who have the impression that the money and effort expended was for the particular benefit of the Frisco railway have overlooked an outstanding reason for the development of the new rules and failed to appreciate the true beneficiaries of the new book, which will soon be placed in your hands, namely, the employes of the transportation and the maintenance departments.

"Having been privileged to study a copy of the new rules to some extent, am very glad to assure you that it is not a book of rules for the railroad, as you may have heard some misguided individual remark, and I am most sin-

cere in the belief that if you will follow a few reasonable suggestions your conclusion will also be that it is a book of rules for the employe.

"It is not possible to observe the rules and get into trouble as a result of observing them, not in one single instance. Lack of a definite understanding of rules may cause trouble but that is a condition that may be avoided to a great extent by an honest effort on your part.

"First, read the book through, not once but many times, or until you have convinced yourself beyond doubt that you have discovered every way in which the new rules differ from the old. And as you read and discover a rule or a part of a rule that may be not quite clear, make a memorandum of the number of the rule so that you may talk with some other employe about it. An exchange of ideas will prove beneficial to both you and the other fellow, but when the exchange of ideas only develop an argument in which you can find no agreement, it is time to end the argument. Remember, one of the two who indulge in an argument without agreement is bound to be wrong, and you may be that one.

"In every case of doubt you should

retain your memorandum of the rule about which you are in doubt, until you can have an explanation of the rule from the proper officer.

"It is much easier and more satisfactory to learn the rule and know it when you want to use it than to learn the rule after a mistake that may not only jeopardize your employment but result in personal injury and property damage. Please do not conclude I am suggesting your supervising officers are going to be unreasonable in their requirements, but do you not agree that they are entitled to a thoroughly honest endeavor on your part in return for the charity you hope they will entertain, if after an honest endeavor there is an occasional failure on your part?"

HE URGES CO-OPERATION

Thayer, (Mo.) Y. M. C. A. Secretary Wants Residents to Boost Frisco

CO-OPERATION with the Frisco Lines by 100 per cent of the citizenship of Thayer, Mo., on the premise that the Frisco is the primary reason why that town will continue to grow, is urged by F. C. Lark, secretary of the Thayer Y. M. C. A., in an article he contributed to The Thayer News of September 9. The article is captioned, "Thayer and the Frisco."

"Just let it be known that this (Thayer) terminal is to be moved and located at some other point and any business in the city can be bought at 50 per cent of its valuation," says Mr. Lark in this article.

"No matter what kind of crops are raised, there is a permanent, established payroll here which is large enough to prevent disaster.

"Now, what is our duty as citizens toward the Frisco railroad? There are two things which I think are primary in this matter. First, I think every business man should do everything in his power to bring business to the Frisco railroad. In ordering goods request the shippers to send the goods over the Frisco all the way if possible. When the Frisco prospers Thayer benefits by it and every business concern feels it. In the second place, do all in our power to get friends to travel over the Frisco Lines. This year I have written quite a large number of my friends whom I knew were planning a trip, requesting them to travel over the Frisco Lines. Why not do this? Does it not benefit us indirectly?

"There is no better passenger service anywhere than that offered by the Frisco. Their trains are very modern in every way and they operate over one of the best roadbeds found at all. Every friend you make for the Frisco means more business for Thayer. I think every employe should also go the limit in bringing business to the Frisco for surely he reaps the largest benefits from the business increase.

"Then I think every person should discourage shipping and travel, especially where they parallel the railroad tracks, over the bus lines. Move the Frisco tracks and shops out of Thayer and next year there would not be a high school in Thayer and very little school of any kind.

"By far the largest tax payer in Thayer is the Frisco railroad. What do the bus lines contribute? Very little, if anything. Then there is another thing I think we should think about and observe. You will notice where a bus line is operating in competition with a railroad they charge less than the railroad, but when you leave the railroad they charge about

A View of Harris Hospital at Fort Worth



In one of the most beautiful residential districts of Fort Worth, Texas, is situated the Harris Hospital where employes of the Frisco Lines who need hospitalization are given the best of medical and surgical service.

The equipment is modern and the personnel efficient. This hospital is recognized and approved by the American Medical Association as being qualified to give recent graduates in medicine training as internes. The bed capacity is one hundred.

Dr. S. A. Woodward, of Fort Worth, division surgeon for the Frisco Lines, is a member of the board of trustees of Harris Hospital. He has general

supervision of the Frisco Lines cases brought to the institution.

Included in the equipment are clinical examining offices, a pathological laboratory, the best x-ray apparatus that money could buy and two operating rooms.

The record of each patient taken to Harris Hospital includes history, physical findings, operation—if done—x-ray findings and pathological findings.

A corps of competent nurses is in attendance day and night. The nurses reside in a separate building near the hospital.

double or more than the railroads charge for service.

"Now the second primary thing is to cultivate the friendship, in a genuine friendly way, of the Frisco officials. Let them know you are friendly to them and that you are anxious to co-operate with them in every way possible to develop their property. Railroads are not likely to develop a city that is not interested in their development.

"The object of this little article is to make Frisco boosters out of every person in Thayer. Surely from a purely selfish viewpoint it would pay us to be boosters."

Saving Wear and Tear

Sandy MacPherson, after being shown to his room in a hotel, looked from the window and noticed a large illuminated clock in a tower across the street. He stopped his watch.—Kreolite News.

PRAISE FOR FRISCO

(From Community Booster)

The Frisco always shows a fine spirit of co-operation in assisting DeBardeleben mines to maintain production. As an example, a freight shipment for important work at Hull mine had been delayed beyond the line of the Frisco. At our request, the Frisco transferred this shipment at Memphis from freight to express, handled it to Dora on their crack "Sunnyland" and had section force on hand in the wee-small hours of Sunday morning to unload this heavy shipment, weight over 2,000 pounds. This is the character of assistance that has much to do with the success of our Frisco mines, because uninterrupted production assures adequate coal supply for our trade—hence, satisfied customers.