

For Meritorious Service

EASTERN DIVISION

Superintendent E. L. Magers reports the following case of meritorious service:

R. Stephen, Cuba; J. W. Grayson, Cuba, and J. Davis unloaded a car of stock, built partitions in the car and reloaded the car. They have been commended.

CENTRAL DIVISION

Superintendent S. J. Cantrell reports the following cases of meritorious service:

Tom Hall, section foreman, Soper, Okla., obtained statements from persons relative to a lawsuit involving alleged damage to hogs. He has been commended.

Z. Farmer, engineer; A. O. Furlow, fireman, and H. W. Looney, brakeman, handled Extra 1247 to Muskogee yard, September 22, avoiding big delay to Train 785. The personal record of each of these men was credited with ten merit marks.

J. Liddell, engineer, and E. J. Bray, fireman, repaired air pump on Engine 708, Train 2/734, October 2, by taking reversing rod from air pump of Engine 1252, moving dead in train, and applying the rod to Engine 708, thereby eliminating engine failure. The personal record of each of these men was credited with five merit marks.

J. E. Hammons, brakeman, found broken rail in front of depot at Sawyer, Okla., October 10. His personal record was credited with five merit marks.

W. J. Hopkins, pumper, extinguished fire on right-of-way set by Train 748, September 20. His personal record was credited with five merit marks.

J. S. Hogan, engineer, stopped Train 704 at Hamden, Okla., October 7, warning Engineer Monroe to look for high water between Crum Creek and Clayton. Engineer Monroe found track washed out at location mentioned and track had to be cribbed up before train could pass over it. The personal record of Mr. Hogan was credited with fifteen merit marks.

SOUTHWESTERN DIVISION

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

H. R. Murley, fireman; P. F. Nowlin, agent; D. R. Akers, yard clerk, and Z. N. Harris, box packer, all of Madill, Okla., removed an automobile that had been left on main line at Madill. They have been commended.

RIVER DIVISION

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

W. M. Bates, agent-operator, Lake City, Ark., when pumper was injured, October 13, by breaking one of his legs, pumped tank of water, eliminating possibility of train delay account no water supply. Mr. Bates has been commended.

W. C. Morris, yard engine foreman, Chaffee, Mo., discovered fire in Frisco Car 12,456, August 17, had car opened and fire extinguished. He has been commended.

WESTERN DIVISION

Superintendent S. J. Frazier reports the following cases of meritorious service:

J. E. Craner, engineer, Vernon, Texas, assisted, October 8, in re-railing engine at Vernon. He has been commended.

Clay Stewart and F. S. Tomes, section foremen, Hobart, Okla., saved seven box cars from a fire at Hobart, September 26. They have been commended.

J. B. Vasilopus, section foreman, Winfield, Kansas, obtained the routing of two passengers, Winfield to Jacksonville, Fla., via Frisco. He has been commended.

NORTHERN DIVISION

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

Sam Kuhn, brakeman, Kansas City, Mo., found man asleep on main crossing at Rosedale, Kansas, October 22, and awoke him in time for him, to be in the clear of Train 3/131. Mr. Kuhn's personal record has been credited with fifteen merit marks.

F. J. Shearer, brakeman, Fort Scott, Kansas, found broken arch bar on MRL 8702 while looking his train over at Cherokee, Kansas, November 6. His personal record has been credited with five merit marks.

R. M. Mikesell, brakeman, Neodesha, Kansas, discovered threads stripped on column bolts of SF 31210 while inspecting his train at Beaumont, Kansas, October 23. His personal record has been credited with ten merit marks.

Earl Collins, brakeman, Fort Scott, Kansas, fired engine of Train 143, October 31, from Ash Grove, Mo., to Springfield when Engineer Harper was injured at Ash Grove and his fireman, Ed. Lomax, piloted the engine. Mr. Collins' personal record has been credited with ten merit marks.

TWO MILLION FOR RAIL

One of the largest orders for new rail placed by a western railroad in recent years was made November 6 by Frisco Lines in the purchase of 200 track miles of 110-pound rail at a cost of \$2,070,000. The order includes necessary fastenings, such as angle bars, bolts, spikes, frogs, switches, and tie plates.

The new rail will be used to replace lighter rail in the Frisco's heavy traffic districts.

A. Malmgren, fireman, Neodesha, Kansas, dead-headed from Wichita, Kansas to Neodesha, Kansas, Engine 4030, Train 305, and voluntarily instructed Fireman Archer, who was not experienced on stoker engines and who was called out of Neodesha, until the train reached Fall River, Kansas, and road foreman could catch the run. Mr. Malmgren's personal record has been credited with fifteen merit marks.

L. S. Carper, brakeman, Pittsburg, Kansas, found a broken rail ahead of his train while leaving Granby, Mo., lead, and caused train to be stopped without derailment. His personal record has been credited with ten merit marks.

Jess Pickerill, section foreman, Polard, Kansas, was riding Train 305 from Wichita, November 6, and when conductor discovered some new ties on fire at MP 578-25, left train and extinguished fire. Mr. Pickerill's personal record has been credited with ten merit marks.

MEMPHIS TERMINALS

Superintendent E. E. McGuire reports the following case of meritorious service:

Abe Smith, colored brakeman, found broken rail in lead at Yale, Tenn., October 14, while handling Engine 1205, Train 941. After getting his engine over the broken rail he flagged the engineer of Train 934, entering Yale yard, and caused him to pull slowly over the break while Smith watched the train and broken rail to avoid a derailment. Then Smith notified section forces. Derailment of Train 934 in this case would have resulted in delay to Train 108 which was following Train 934. The personal record of Mr. Smith has been credited with ten merit marks.

BIRMINGHAM TERMINALS

Superintendent J. W. Skaggs reports the following cases of meritorious service:

W. A. Fuller, foreman, while switching cut from SAL, found a loaded car carded empty. He took the necessary action to get the car moving in the right channel without delay. His personal record has been credited with five merit marks.

F. E. Watts, foreman, found a broken rail on inbound main line at North Birmingham on the Birmingham Belt, October 7. His personal record has been credited with five merit marks.

"C. J." LIKES IT NOW!

Asst. to Gen'l Manager Claims Fishing Record on Current River

ALTHO F. H. Shaffer, general manager at Springfield had to urge his genial assistant, C. J. Stephenson, to take a vacation in 1926, (the first one he had had for 27 years), he found him this season asking for a two weeks' leave so that he might enjoy a fishing trip.



MESSRS. FISH AND "C. J. S."

Weeks before September 8, Mr. Stephenson had a float planned which took himself, his sons, son-in-law and two guides from Round Springs, Mo., to Van Buren, Ark. on the Current river.

"We put out at Round Springs September 8, and completed the float about 6 o'clock Sunday evening, September 11. Caught all the fish we could eat and gave quite a few away to others who were not quite as successful as we were", he said on his return.

"The majority of fish caught were bass, which averaged in weight from two to four pounds. There were a few 'goggle eye' and perch as well as two pike caught along with the rest.

"Weather conditions were ideal, the water was fine and from what we were told by the guides, we had as good luck if not the best luck of any party that had made the float this season."

And "C. J." says next year will find him on the river banks, pulling out all he can during his two weeks sojourn.

Important Frisco Industry at Bloomfield, Mo.

By WALLACE G. CARLISLE



Section of the immense gravel pit of the Halleck and Hill Gravel Company at Bloomfield, Mo. From this pit the Frisco hauls between twenty and thirty cars of gravel a day consigned to points in several states, and in the last three years has moved approximately ten thousand cars of gravel from this pit.

APPROXIMATELY ten thousand cars of gravel have been mined by the Halleck and Hill Gravel Company, of Bloomfield, Stoddard County, Missouri, at its immense pit there and shipped via Frisco Lines since the gravel company began operations in November, 1924.

The pit was opened and operated by Frisco Lines about twenty years ago to supply ballast for the railroad. Later it was closed and after about fifteen years was re-opened by the Bloomfield Gravel Company which sold the pit to the present owners.

The Frisco daily carries away from twenty to thirty cars of this gravel for points in Missouri, Arkansas and Illinois for use on both state and county roads. The Frisco's revenue for this service is between \$900 and \$1,350 daily.

Concerning the service the gravel company receives from the Frisco,

Gilbert G. Hill, secretary and general manager, said recently:

"Service? Boy, the Frisco gives it. Many times the gravel arrives at the destination and remains on the track for a day ahead of the bill of lading, which leaves our office by United States mail ahead of the gravel train."

The gravel company is incorporated for \$200,000 and has spent thousands of dollars for equipment, including three large locomotives, two steam shovels, a screener, a crusher and other machinery. The valuation of this equipment exceeds \$200,000. The screener is believed by the management to be the largest ever constructed for its purpose.

The Halleck and Hill Gravel Company has the reputation of producing one of the highest grades of surfacing gravel obtainable in Southeast Missouri for highways, streets, driveways and railroad crossings.

HE GOT THE ANSWER

When Oscar Hormuth, of Santa Maria de Jesus, Depto, de Quezaltenango, Guatemala, Central America wanted some information from Frisco Lines he wrote E. G. Baker, assistant general passenger agent at Kansas City as follows: "Unterzeichneter bittet erg um Uebersendung eines Fahrplanes, Litteratur etc. etc. den 'St. Louis-San Francisco Ry.'"

Translated the request asks for literature regarding fares on the Frisco Lines.

After some investigation Mr. Baker was able to supply the Central American gentleman with the desired information.

An itching palm signifies that you are about to receive something.

An itching head shows that you already have something.

FUEL WORKERS USE MAGAZINE

Urging his hearers to read *The Frisco Employes' Magazine* monthly from cover to cover, J. E. Whalen, general fuel supervisor, St. Louis, in his address at the River division fuel meeting held at Hayti, Mo., October 14, also counseled them to study the fuel economy records listed in each number of the *Magazine*.

"The *Magazine* is yours," said Mr. Whalen, "just the same as these meetings are yours. You should see that you get a copy of the *Magazine*."

Mr. Whalen went over the fuel records published in the October number of the *Magazine* pointing out some of the better ones, and asking the men to shoot at these records.

AMON CARTER SPEAKS

Mr. Amon G. Carter, editor and publisher of the Fort Worth Star-Telegram, has long been an advocate of fair dealing with and fair thinking toward the railroads. Further evidence of Mr. Carter's clear vision on matters railroad is contained in an editorial from his pen, appearing in his publication of Friday, October 21st, on the occasion of the visit in Fort Worth of the president of a large eastern railroad.

"An excellent picture of what our railroads are accomplishing," Mr. Carter says, "is contained in the statement that the railroads are now handling a tonnage greatly in excess of that of 1920 and doing it with a smaller number of employes. The cost of operation is lower, but the wages paid are higher. Improved methods in transportation and greater cooperation from the workers in the service are alone responsible. It is an amazing picture when one stops to consider it, and one that reflects greatest credit, not alone upon the executives of American railroads, but upon the great army of employes who operate them.

"But the railroads are by no means satisfied. Every road is seeking to bring down its operating costs, to increase its facilities, to render a higher type of service; and to this end they are spending and preparing to spend millions of dollars, money that must come in the end out of the pockets of the American public thru the sale of stocks and bonds. And to be justified in recommending such expenditures the railroad executives must feel that their efforts will be appreciated and the greater service will be recognized by the American public. The only way this can be accomplished is thru the co-operation of the public with the railroads.

"What helps the railroads helps the nation; what hurts them hurts the nation. The prosperity of the country and the prosperity of the railroads is interwoven. They should be regulated of course, but they should not be restricted. The very fact that the country has not awakened to the proper relation it bears to the railroads and the railroads bear to it, and the further fact that the roads now have their plans made for years ahead, lends confidence to the belief that the days of harassing and nagging at the railroads are at an end."

Taking No Risks

Seasoned Boarder (to newcomer): I say, old man—I don't think I'd touch the rice pudding if I were you—there was a wedding in this street yesterday.

A careful driver is one who can wear out a car without the assistance of a locomotive.—Lafayette Lyre.

Tulsa Freight House Wins No-Error Pennant



This group, comprised of the employes at the Frisco freight house at Tulsa, Okla., won for September the fewest-error pennant contended for monthly by Group No. 1.

During September Tulsa freight house employes made 4,302 shipments to each error. This freight house won this pennant for August, and won it still another month during the past eight months.

IN DEFENSE OF RAILROADS

From the St. Louis Times, October 25, 1927

To the Editor: In days gone by, our American railroads (steam lines) have suffered much imposition at the hands of certain classes of the public. It has been said that many a cow, after it had served its usefulness, has purposely been driven upon the right-of-way to be killed by a train and a very neat sum collected from the railroad in exchange for a very cheap cow which they could not use. Unscrupulous men have pulled many a crooked deal and got by with it by making the railroad the "goat." Presidential candidates have been known to adopt and create a prejudiced antagonism toward the railroads and try to force the public to bite at their story, in order to give them a "pull." Between the years of 1900 and 1915, the railroads reaped very little profit, if any, on their investments, while many lines went into receivers' hands. Over-taxation and enormous overhead and operating expenses were the chief causes. I, for one, am glad they are making more encouraging headway in recent years and know they deserve it.

I consider the railroads, by far, the most important industry in the country, in regard to the public welfare. They are the main arteries of commerce and millions would be helpless without them. On them we depend for almost the entire bulk of transportation, both for freight and passenger service. In fact, on them hangs our daily bread. Every locomotive is a moving industry. It is a power-house on wheels.

Bus lines can never take the place

of the old reliable "iron horse," with its magnificent trail of steel coaches. Very much unlike a bus, they furnish a passenger with every comfort. The heating and ventilating system is unsurpassed and even better than in most of our homes. We have the opportunity of getting up from our seat and stirring around, when we get tired of sitting on the superb and friendly cushions. Do we have this service on a bus? No, a thousand times no. Is there any rough riding on a steel coach? Not so as you can tell it. How about the dining and smoking service, free drinking cups and ice water? Do you enjoy such service on a bus? You have at least some elbow room. I would much prefer to smell a little coal smoke than to inhale a continuous dose of monoxide gas from other machines, all along the way.

I love to watch one of those old time, buxom engineers, with his old cob pipe, smiling that good natured smile of his, garbed in his freshly laundered blue denim suit, oiling the drivers of his faithful steed with a long spouted oil can. When a fellow gets away out in the middle of the Arizona desert, where there is nothing but a water tank for 40 miles, a thousand miles from home, the coal smoke has a good smell. Indeed, it smells like home. Those were the days and they still are the days. Believe me, I will take a downy seat behind old "Ironsides" every time. It's a sure thing I will get where I want to go.

D. HURST.

St. Louis, Mo., Oct. 23, 1927.

GEO. GRELLNER RESIGNS

Widely Known Paymaster's Employee Enters Law Practice
November 1st

GEORGE J. GRELLNER, for the last 15 years in the paymaster's department of the Frisco at the St. Louis general offices, resigned November 1 to enter the general practice of law. He is associated with J. A. Riley with offices in the Buder Building, St. Louis.

Mr. Grellner entered the service of the Frisco July 3, 1913, as an office



GEO. J. GRELLNER

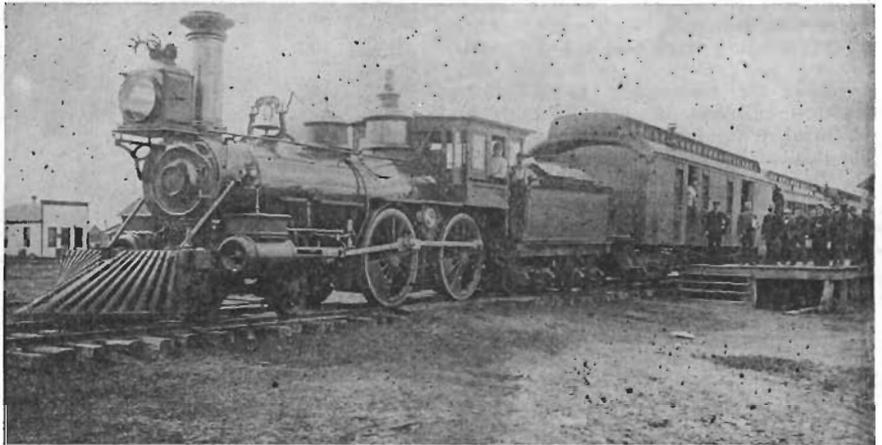
boy in the paymaster's office and was promoted several times to responsible positions.

He organized and directed the old Frisco Baseball League, of St. Louis, in 1920 and every year since had directed baseball activities among the St. Louis general offices employees. About two years ago he entered a Frisco team in the St. Louis Muny League. In 1926-27 he was vice-president of the Frisco Bowling League, of St. Louis, and this year was captain of the team known as "Texas Special".

While with the Frisco he enlisted in the army the day the United States entered the World War and later was assigned to the 138th Infantry.

Mr. Grellner studied law at night at St. Louis University receiving the degree of LL. B. in 1923 and LL. M. in 1924. He was admitted to the bar in June, 1922. He is a member of the St. Louis and of the Missouri Bar Associations. He is vice-president of the Thirteenth Ward Regular Republican Club and on November 4 was elected a director and also secretary-treasurer of the Adjustment Service Corporation, also in the Buder Building.

Two Million Miles at the Throttle— B. B. McCrum's Record



MR. B. B. McCrum, veteran Frisco engineer, of Independence, Kansas, has covered practically 2,000,000 miles at the throttle of a Frisco locomotive. He has been on the pension roll since 1915.

"I started railroading for the Frisco in 1871 as a fireman," he said, "and later I was promoted to the position of engineer. I ran an engine on the Joplin division 979,520 miles; on the Kansas City division 81,840 and on the old Ash Grove division 859,326 miles,—a total of 1,920,685.

"I've read several stories in our *Magazine*, where engineers have made thousands of miles, and I thought that my record might be of interest. I'm

sure I would have passed the two million mark and then some, had my eyes not failed me."

Mr. McCrum loaned the *Magazine* the accompanying picture of engine No. 10.

"I'm sure many of the old timers will remember train 301 and the little engines which pulled it from Ft. Scott to Joplin."

The crew on that train was: B. B. McCrum, engineer; A. E. Spafford, fireman, (deceased); W. G. Brown, conductor; Geo. Godfrey, brakeman (deceased) and Jim Heller, expressman, (deceased). The photograph was made at Beulah, Kans., and the exact date is not known.

PRAISES HOME-ROUTE CARDS

Enthusiastic praise of a freight-handling method in effect at West Plains, Mo.—that of making home-route cards for cars when they arrive at that station—and the recommendation that this method be "the universal practice on Frisco" is contained in a letter written to the editor by C. E. Carnagey of Memphis, a conductor on the Willow Springs sub-division.

This freight-handling method resulted on October 28 in a "record car movement," said Mr. Carnagey. The car, loaded with feed, arrived at West Plains at 1:30 p. m., October 28, was spotted at the mill of the Pease-Moore Milling Company at 4:55 p. m., was unloaded and ready to start home during that night and moved towards home at 7:45 a. m., October 29.

"This movement was made possible," said Mr. Carnagey in the letter, "by system in effect at this station, and should be the universal practice on Frisco of making home route card for car when arrives at station, when possible, and not wait until car is empty to ask for home route."

ANOTHER PASSENGER PLEASED

Commendation of Frisco Lines' service in connection with the prompt return to him of his overcoat which he left in a parlor car has been expressed by W. B. Hudson, of Okmulgee, Okla., in a letter he wrote October 18 to E. G. Baker, assistant general passenger agent at Kansas City. The letter:

"I wish to acknowledge with thanks the return of my overcoat from the parlor car on which I was riding Sunday, October 16. I came back on that car yesterday from Miami to Sapulpa with the same porter and he told me of receiving the message at Paola from the ticket agent at Joplin announcing my loss and his returning the coat from that point.

"I wish to thank the company very much for its promptness and care and to thank the employes for the handling of this matter for me. I shall remunerate the porter in a substantial manner when I see him. Possibly should have done so yesterday, but I had not at that time received the coat."

COMPOSES TEXAS SONG

Mrs. Gladys Wright of St. Louis
Co-composer of the
Winning Entry

TO a Frisco employe, Mrs. Gladys Yoakum Wright, of the agents' accounts department, St. Louis general offices, formerly of Ft. Worth, Texas, goes the honor of being a co-composer of the song, "Texas, Our Texas," which on Saturday, October 22, was chosen by the judges in the Texas anthem contest as the official anthem of that state. The decision of the judges is subject to ratification by the Texas Legislature.

William J. Marsh, of Fort Worth, composed the music of the anthem and Mrs. Wright and Mr. Marsh wrote the words of the anthem. Mr. Marsh is not a Frisco employe.

In making the selection the judges considered melody, rhythm, sentiment and literary value. More than 700 songs were entered in the contest. The authors of "Texas, Our Texas," will divide the \$1,000 cash prize contributed by public spirited citizens, if the legislature ratifies the decision of the judges.

The words of the winning anthem are as follows:

TEXAS, OUR TEXAS

Texas, our Texas!
All hail the mighty State,
Texas, our Texas!
So wonderful—so great!
Largest and Grandest, withstanding
every test;
O Empire, wide and glorious,
You stand supremely blest.
(Chorus)
God bless you, Texas!
And keep you brave and strong,
That you may grow in power and work
Throughout the ages long.

Texas, O Texas!
Your free-born single star
Sends out its radiance
To nations near and far.
Emblem of freedom!
It sets our hearts aglow with
thoughts of San Jacinto

HAVE YOU THESE COPIES?

Readers of *The Frisco Employes' Magazine* who have any copies of the *Magazine* issued before the number dated October, 1926, and who no longer need these copies, are kindly requested to send them to the *Magazine* office, room 743, Frisco Building, St. Louis, Mo.

These copies are wanted to complete the file of the *Magazine* in the New York Public Library. The director of that library has written the Frisco department of publicity that if readers of this *Magazine* will thus donate the copies the library needs the library management will appreciate the favor.

THAT'S FINE WORK

Stopping a through freight to pick up a loaded car urgently desired by consignee to keep the latter's plant in operation, is another instance of Frisco Lines traffic courtesy.

The through freight was stopped at Seneca, Mo., October 5, to pick up a car at the plant of the American Tripoli Company billed to the Buckeye Products Company, Cincinnati. For the rapid movement of this car and two others also from the Seneca concern the Frisco has been commended by G. B. Levings, vice-president of the American Tripoli Company, and Roy Hancock, traffic manager, St. Louis Traffic Bureau.

Mr. Levings wrote to Mr. Hancock "I wish you would give the proper Frisco official a pat on the back. That's fine work."

And glorious Alamo.

(Chorus.)

Texas, dear Texas!
From tyrant grip, now free,
Shines forth in splendor
Your star of destiny!
Mother of heroes!
We come, your children true,
Proclaiming our allegiance—
Our faith—our love for you.

A CLEAR ACCIDENT RECORD

No Casualties In 15 Years At Post
of C. W. Reynolds

IN THE fifteen years that Charles W. Reynolds has been a Frisco crossing watchman at Independence Avenue, Enid, Okla., not one of the thousands of persons who have traveled that crossing during those years has met with an accident. Mr. Reynolds is proud of his no-accident record and has been complimented by S. J. Frazier, superintendent of the Western division, Enid.

Mr. Reynolds moved from a farm in Saline county, Mo., to Norman, Okla., in December, 1894 and began his rail-

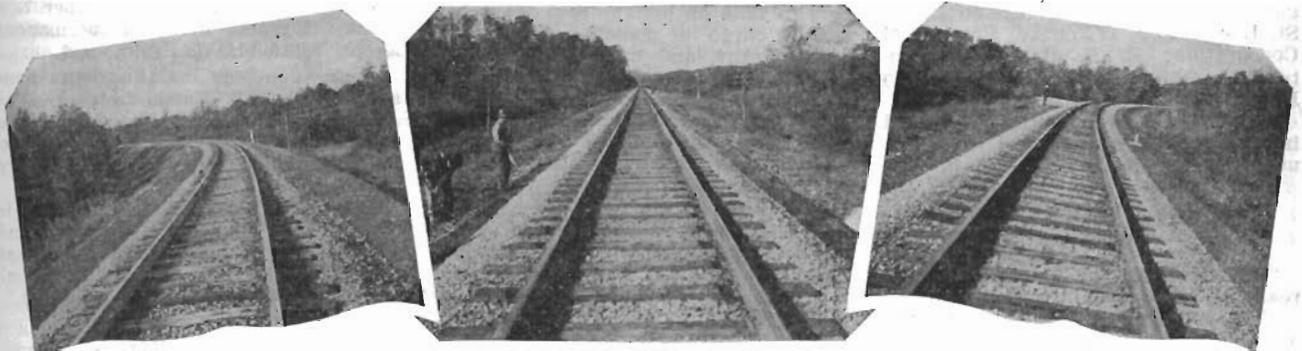


CHAS. W. REYNOLDS

road career as a section hand for the Santa Fe the following year. He began service with the Frisco in May, 1906, as a hand in the Enid yards. Later he was a section foreman for the Frisco. He became a crossing watchman at his present post in September, 1912.

Mr. Reynolds is sixty-six years old. In the accompanying picture he is standing beside his pet flower bed, near the dispatcher's office at Enid.

This Track Near Jasper, Ala., Is Credit to Frisco Lines



These views are between mile posts 690 and 693.20, and show 100-pound rail laid early this year. Surfacing and dressing of this track was directed by L. D. Gardner and Lee Smothers, foremen, under the supervision of Victor Smith, roadmaster. This track is part of 50 miles of excellent track between Carbon Hill, Ala., and Birmingham.