

IN THE PICTURES

1—Guy Simmons, Jr., grandson of G. Simmons, conductor, Hugo, Okla. 2—Paul, age 5, John, age 3, sons of Glenn Cox, platform checker, freight house, Springfield. 3—George Lawrence Ruddle, Jr., 2½ month old son of G. L. Ruddle, bill clerk, West Tulsa. 4—Frank L. DeGroat, Jr., son of general car service agent, Springfield. 5—Eaven and Nadine Martin, age 5 years, daughters of H. C. Martin, coach cleaner, Joplin. 6—Bobbie Lee, 18 month son of W. L. McBride, agent, New Albany, Kansas. 7—Bobby, 5 years and Betty one year old, son and daughter of G. L. Hartsock, machinist, west shop, Springfield. 8—Anna Grace Ketchum, daughter of conductor Ketchum, Springfield. 9—Gwendolyn, age 5, granddaughter of second trick operator, Kennamer, Amory, Miss. 10—Merlin Ross, age 5 months, son of H. I. Hutsell, trucker, general store, Springfield. 11—Fred Duncan and Maxine Duncan, children Frisco employe, Lindenwood, Mo. 12—Marjorie J. McKitterick, neice of Dorothy Adamson, stenographer, lumber office, Springfield. 13—Wilma Jean Peck, 2½ year old granddaughter, C. Peck, B. & B. department, Springfield. 14—Betty Jean Potts, 18 month old daughter, J. E. Potts, chief motive power clerk, Springfield. 15—Peggy Ann Leake, 11 months old daughter of city passenger agent, A. C. Leake, Memphis. 16—Billy Cherry, son of G. R. Cherry, machinist apprentice, Sherman. 17—Jim and John Scanlon, sons of Frank Scanlon, fireman, St. Louis, and Jean and Jane Hallaner, daughters of Roland Hallaner, machinist, Lindenwood.

RAIN DROPS

PAUL ARTHUR DERINGTON,
Third Trick Operator, Pawnee,
Oklahoma

Rain drops, rain drops,
Falling from a cloud;
Rain drops, rain drops,
You never patter loud;
But gently you lullaby,
And put me to sleep.
I dream of a pearly sky,
And it seems to weep;
Yes, for all its gladness,
Of bringing good below;
It washes away our sadness,
And dust will have to go;
For every little, tiny pearl,
With its patter light,
Cleans with every swirl,
On its rippling flight;
And sings a little song,
"We must all run away;
We cannot visit long,
Because we like to play;
And thread our way ever on
To a silver foaming sea,
To another land, another dawn,
Where many rain drops be."

A Happy New Year to These Frisco Children



The FRISCO EMPLOYEES' MAGAZINE

Published on the First of Each Month

By the

St. Louis-San Francisco Railway Co.

Edited by WM. L. HUGGINS, Jr.

743 Frisco Building

St. Louis, Missouri

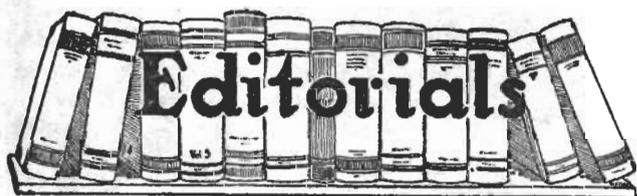
This magazine is published in the interests of and for free distribution among the 30,000 employes of the St. Louis-San Francisco Railway. All articles and communications relative to editorial matters should be addressed to the editor.

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**The 1927 Frisco Dollar**

THE history of the 1927 dollar, illustrated on another page of this *Magazine*, tells in graphic fashion the salient features of both income and outgo on Frisco Lines during 1927, and was given this publication by Mr. E. H. Bunnell, comptroller.

It is interesting to note that transportation of freight and passengers brought 88.86 cents of the entire dollar earned, and that transportation of express and mail, demurrage, storage, station and train privileges, rents of equipment, etc., brought only the 11.14 cents remaining.

Officers of our company have often stressed the fact that revenue from the transportation of freight and passengers constitutes far the largest portion of our earnings, and these figures bring it home emphatically and directly.

All Frisco Lines employes are putting a willing shoulder to the wheel in a united effort to place more passengers on Frisco trains and more freight in Frisco cars. They will be further actuated in this effort, no doubt, when they note that in President Kurn's New Year greeting contained in this issue, he points out that "despite all our efforts, our earnings are not

what we had expected and will not be as good as in 1926." Our President does not indicate a calamitous situation on Frisco Lines. The past year has been one of "creditable achievement and performance." But it behooves each of us to help willingly and often in the task of keeping earnings on the increase. To do so means much to each of us and to the railroad we are proud to serve.

About Employe Magazines

FRISCO Magazine readers will recall the questionnaires sent out by the editor a few months ago, dealing with certain phases of economic and social life of railway employes. The response to these questionnaires on the part of our people was enthusiastic and prompt and indicates an interest in the welfare of the railway magazine's national advertising campaign in the interest of which the questionnaires were sent.

The questionnaires from Frisco Lines were put in the "hopper" together with thousands of

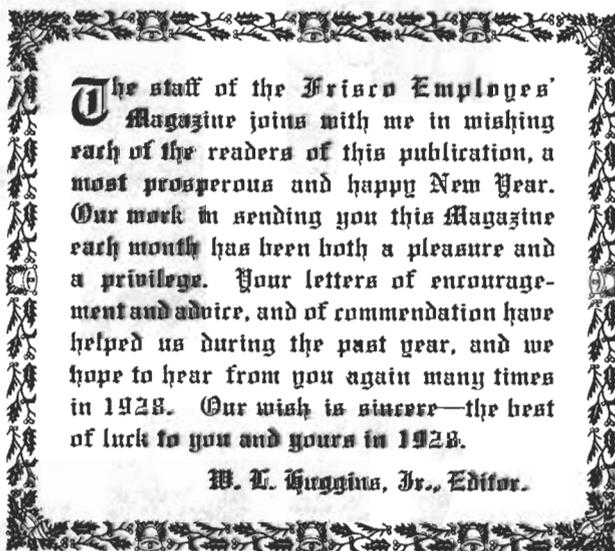
similar ones sent out by other railway Magazine editors, and the results compiled into a digest which is representative of railway employe activities in certain fields.

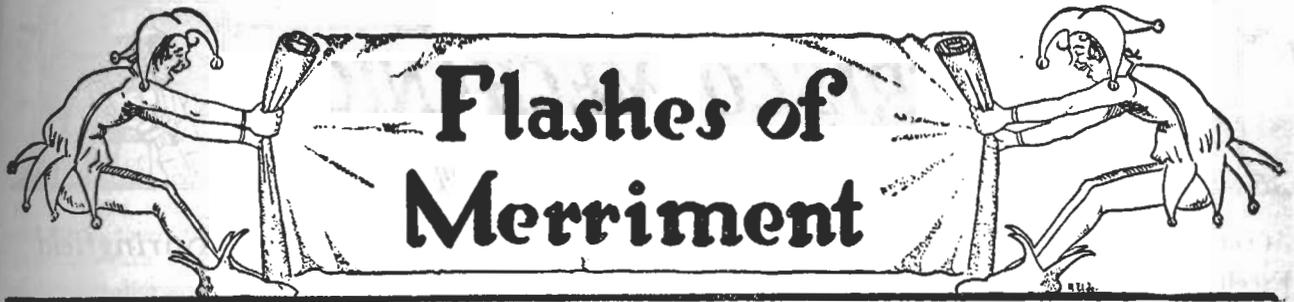
The digest reveals that an average of 80.6 per cent of railway magazine readers are married, and that 54.4 per cent are home owners. Fifty-seven per cent own automobiles, and 43.4 per cent are radio owners. The canvass also shows that

72.3 per cent of railway employes who answered the questionnaires are interested and take part in athletic activities on their respective roads. Of these, 67 per cent are fishermen, 48.9 are hunters, but only 14.3 per cent play golf.

"Reader interest" in railway magazines was manifest to the extent of 94.2 per cent on the part of employes and 83.2 per cent on the part of women members of their families.

This information should go far in convincing advertisers that railway employes are excellent prospects.





Flashes of Merriment

All the Same

Passerby: "Dear me, my good man, did you fall down the steps?"

Drunk: "Yea, but it's all right, I was going down anyway."

She was so dumb she thought a football coach had four wheels.

No Danger

The young husband was nervously pacing up and down the hospital corridor, when the doctor told him to sit down and calm himself.

"But, doctor, I tell you, I'm scared to death," he said.

"Well, just be calm," replied the doctor. I've brought 3,000 babies into the world and I haven't lost a father yet."

Of course, you have made some mistakes in this and previous years, but with the experience of all your past misadventures to guide you, there is no reason why you should not be able to make more and bigger ones in 1928.

Correct

Tourist: "I clearly had the right of way when this man ran into me and yet you say I was to blame."

Cop: "You certainly were."

Tourist: "Why?"

Cop: "Because his father is mayor, his brother is chief of police and I go with his sister."

No Argument

"Josh, the way you stare at the limbs of these shameless hussies, one would think you had never seen legs before."

"Jes what I been thinkin' myself, Maria," agreed Josh.

We wonder if spiking the rails makes the track wobbly.

The Other Way 'Round

During sermon time, a baby began to cry, and its mother carried it toward the door.

"Stop," said the minister, "the baby is not disturbing me at all."

The mother turned toward the pulpit and said, "Well, you're disturbin' of 'im.

Green

Betty: "Do you have any green lipsticks?"

Clerk: "Green lipsticks?"

Betty: "Yes, a railroad man is going to call on me tonight."

The dumbest bell in the railroad world is the guy who asked if they pumped up flat cars.

No Advancement

"I heard you refused a job as president of the company."

"Yeh, there was no chance of advancement."

Making love while the moon shines is where the son shines.

My, My!

Stranger at the party: "Dull, isn't it?"

Other: "Yes, very."

Stranger: "Let's beat it for home."

Other: "I can't; I'm the host."

Polly Told

"Are you familiar with the affairs of the family next door?"

"Well, we kept their parrot for them while they were away this summer."

I Vish I Vas You

A German addressing his dog, said: "You vos only a dog, but I vish I vas you. Ven you go mit the bed in, you shust durn round dree times und lay down. Ven I go mit der bed in I haf to lock the blace und vind de clock and put the cat oud und undress myself, und my vife vakes up and scolds me. Den de baby cries und I haf to valk him up und down den maype ven I shoust go to sleep, it's time to get up again. Ven you get up you shust scratch yourself a couple of times, stretch, und you vas up. I haf to quick lite de fire, und put de kettle on, scrap mit my vife already und maype get some breakfast. You play all tay und half blenty of fun. I haf to work all tay und haf blenty of drouble. Ven you die, you vas dead; ven I die, I haf to go to hell yet."

—Exchange.

Short and Snappy

Tim Callahan was working for a railroad. The Superintendent told him to go along the line looking for washouts.

"And don't be so long-winded in your next report as you have been in the past," said the Superintendent. "Just report the condition of the roadbed as you find it, and don't use up a lot of needless words that are not to the point. Write a business letter, not a love letter."

Tim proceeded on his tour of inspection, and when he reached the river, he wrote this report to the Superintendent:

"Sir: Where the railroad was, the river is."

Irish Wit

Two Irishmen were excavating for a building, when a spectator inquired: "How is it, Pat, although you and Mike started work together, he has a bigger pile of dirt than you?"

"Shure," was the quick retort, "he's digging a bigger hole."

Hats off to the past; coats off to the future!

What a Switch Engine Does

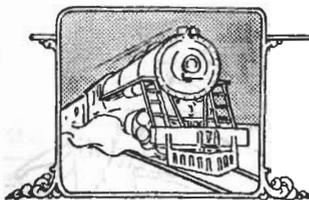
A yardmaster reports the receipt of the following letter from an indignant citizen who lives nearby:

"Why is it that your switch engine has to ding and dong and fizz and spit and bang and hiss and pant and grate and grind and puff and bump and chug and hoot and toot and whistle and wheeze and jar and jerk and howl and snarl and groan and thump and boom and smash and jolt and screech and snort and snarl and slam and throb and roar and rattle and yell and smoke and smell and shriek all night long?"

This would seem to be a rather difficult question to answer offhand.

Safety Slogan

Blessed is the man who exerciseth every care to protect the lives and limbs of his fellow workmen for he shall never stand at the bier of his comrades and say, "How natural he looks."—Selected.



The FRISCO MECHANIC

Published in the Interest of the
F. A. of M. C. & C. D. Employes



CO-OPERATION IN CRAFTS

Excellent Relations Between the Supervisors and Men Pay Big Dividends

By J. D. HEYBURN, Master Mechanic, Central Division, Ft. Smith, Ark.

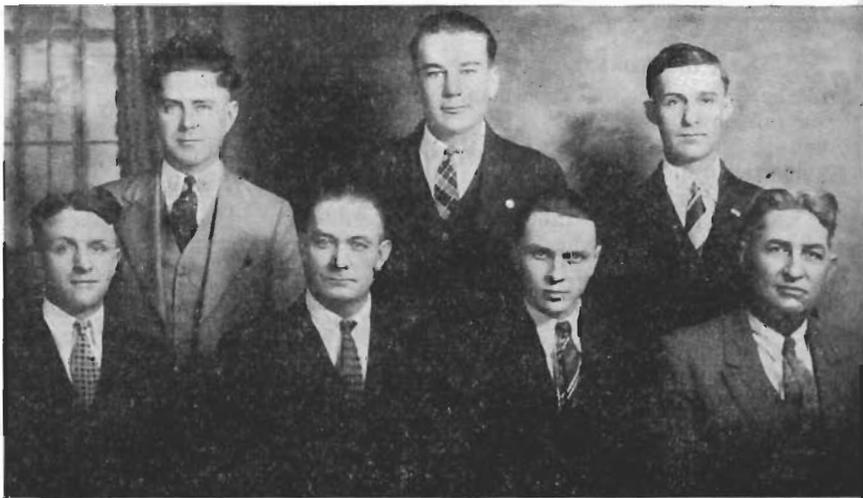
BY request of one of our mechanics to write something for their department in the January issue of the Magazine, the thought came to my mind that the friendly relationship between the Frisco Association of Metal Crafts and Car Department Employes and the officers of the mechanical department on the Central division during the past year and the advantages derived by both, due to such relationship, would be an appropriate subject on which to write.

It is the writer's belief that contracts made between general officials of the company and representatives of organizations are to be lived up to and are equally binding on both, and we believe that all of the supervision and representatives of the shop crafts on the Central division understand it in this way, and are doing so, religiously.

It is our experience that doing business in this way creates confidence, good feelings and satisfied employes, and it cannot be denied that a satisfied man gives good service or the best that is in him. From the condition of the power and equipment on the Central division and the reduction of failures and delays chargeable to engines and equipment and the support given by the mechanical department employes in accident prevention and contest for mechanical department loving cup, winning it for the first two quarters after the contest was inaugurated, shows the co-operation and loyalty of the mechanical department employes on the Central division.

From records we receive of other divisions on the system covering the same questions, it is evident that similar conditions prevail. In the writer's experience, we have seen about as many engine failures in a day on one division of less than five hundred miles, than there is now in a month on the system of over five thousand miles. In days gone by, when an engine came out of the shops after receiving general repairs, as a rule, it was a source of trouble for some time to the division officials and engine crews, and the majority of failures and

These Men Head Local No. One at Springfield



The above officers of Local No. 1, Frisco Association Metal Crafts and Car Department Employes, of the North and South Reclamation Plant, Springfield, represent one of the largest locals on the Frisco Railroad, with more than six hundred members. Local No. 1 holds meetings at 214½ East Commercial Street, every second and fourth Friday nights. Tommy Reynolds, president, is the most efficient and popular chairman ever elected to fill that position. He asks the co-operation of all the members in carrying on the work as leader of the local. He invites members of other locals to attend meetings of Local No. 1 whenever possible. LEFT TO RIGHT, STANDING: William Tindle, treasurer; Gordon Youell, secretary, and V. L. Johnson, division chairman. LEFT TO RIGHT, SITTING: Tommy Reynolds, president; Burl Huff, vice-president; J. P. Ferguson, conductor, and Charles Beck, doorkeeper and guard.

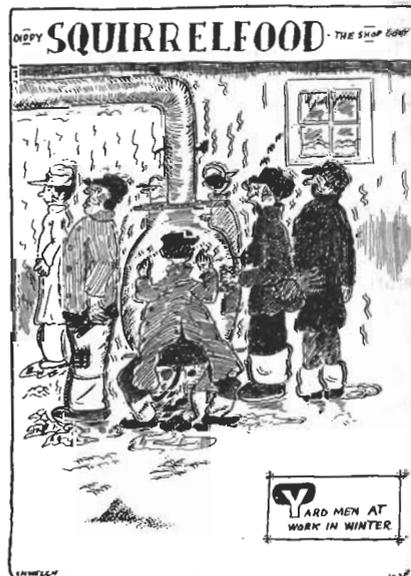
delays to power on the line of road could be traced to improper workmanship on the part of shop and roundhouse employes. Now such conditions are changed; when we get an engine out of the shops after receiving general repairs, it is a finished product, and from the fact that we so seldom have a failure or delay on account of defective workmanship on the part of our roundhouse employes, it proves the kind of work that is now being turned out by the mechanical department employes of the Frisco Railroad and verifies the saying, that "Success is nothing more than doing what you can well, and doing well whatever you do without a thought of fame."

American Tourists

A group of tourists were looking over the inferno of Vesuvius in full eruption.

"Don't that beat hell," ejaculated a Yank.

"Ah, zese Americans!" exclaimed a Frenchman, "where have zey not been?"—Exchange.



We are fortunate, not in proportion to the number of our friends, but according to their character.

OPERATES RABBIT FARM

Mechanic White of Enid Has Profitable Side Line

THERE is a rapidly growing industry in Enid of which the majority of citizens know nothing. Out at 1309 West Elm, the home of R. D. White, first-class mechanic at the Frisco, there are two middle-sized buildings, each containing a number of hutches and in these hutches are numerous rabbits. Not the ordinary cotton-tail or jack rabbit, but fine specimens of New Zealand whites, New Zealand reds and chinchillis.

For years the raising of rabbits has been a hobby with Mr. White. He obtained his first bunnies, a buck and two does, twelve years ago and with the idea of supplying the needed meat for his family. Now he has more than fifty rabbits in his hutches and within a year he expects to be the owner of five hundred rabbits. He now is planning to rebuild his hutch-houses to accommodate the increasing numbers.

His business is known as The Consolidated Rabbitry and now there are two men who keep their animals at White's place. They are M. A. Wagner and Sam Lindsey. Both these men expect to start raising rabbits on a larger scale during the next year. White both sells and buys the rabbits. He has evolved a plan where he sells rabbits to buy back part of the offspring and when he buys he tries to enter an agreement which permits him to sell back part of the offspring.

"I was figuring up the other day and I have just been doing a little better than breaking even," White said. "It now is my intention to build up my rabbitry until it becomes a full-time industry for me.

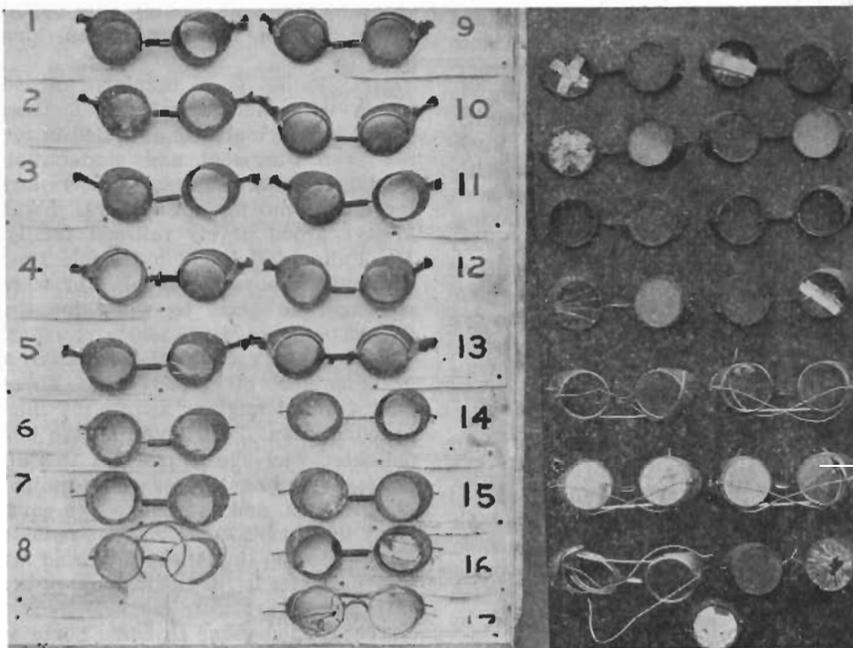
"You see we have a three-way chance. We sell our furs and these bring about \$1.25 a piece. Then we dispose of a lot of meat. The meat you know has a higher nutritive value than beef, mutton, pork or chicken. It is sold for but slightly more than beef or pork and less than that obtained for chicken. Then there are many persons who purchase the rabbits for pets."

The largest animal in White's possession is a New Zealand red doe which weighs 12 pounds. The rabbits can be raised at much less expense and trouble than chickens, he maintains. His most valued animal, a beautiful Chinchilli doe, recently at Wichita won second place in the Kansas National Live Stock show. The rabbit was a pound underweight, which prevented it from winning first honor.

Mr. White expects to show some of his rabbits at a show in Tulsa within the next month.

Saving Our Eyes With Goggles

By M. L. RYAN, Safety Supervisor



The photograph above is of a "goggle board" kept in the Springfield West Shops by Mr. Ryan. The thirty-two shattered goggle-sets shown have actually saved the eyes of Frisco workmen because they were being worn when the accident happened. "Goggles in your pants pocket will not protect your eyes," Safety Annie says.

WEBSTER'S dictionary states: "Goggles are spectacles; spectacles are glasses to correct vision."

Goggles in industry are mechanical safeguards for the protection of the eyes, and bear the same relation to the workman as a guard over a gear wheel or around a machine.

The Eskimos wore a very ingenious goggle over two hundred years ago to protect their eyes from the rays of the reflected sunlight in the snow. The goggles used in industries have to come to a very high state of perfection and are able to withstand a very hard blow.

The science of human rehabilitation has developed arms, hands and legs which can do almost the same as the human member could do, but progress has stopped with the making of artificial eyes that can see, and no one will predict the day when it will be possible to replace the human eye with an artificial eye that can see.

Conservation of vision or the prevention of blindness is of great importance to the individual and his family. While a certain number of workmen will almost inevitably be blinded in modern industries, the number of instances in which this deplorable accident occurs can be greatly reduced. To secure such re-

duction requires the co-operation of all interested parties; the foreman and, most important, the workman himself.

Each must be made to see and realize that the danger of an eye accident exists in his particular job, and when these accidents occur they are more likely to be very serious, very painful and very costly and that the possible loss of both eyes is a calamity second only to the loss of life itself.

One of the hardest tasks confronting the supervisory force and the accident prevention committeemen is to see that the workmen take all precautions for their own safety. Some of the common objections raised are that goggles are "uncomfortable" and that they interfere with vision. If goggles are uncomfortable or interfere with vision, it is usually because they do not fit properly. These objections are overcome by giving each man a goggle for his personal use, and warning him against permitting others to wear his goggles. There is a grave danger of spreading eye infection through the entire plant by "community" goggle wearing.

Fully important as the proper provision of goggles is the provision of facilities for prompt adjustment, re-

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