

HE SAWED WOOD FOR A. & P. IN 1870

BACK in 1870, John Weckerly, sawing wood near Newburg, Mo., for Atlantic & Pacific engines, paused from his work in the wood-yard near the right-of-way to wave to the engineer as he steamed by in his little wood burning locomotive.

Today, as a retired engineer, "Uncle John," as he is familiarly known, views with admiration the big iron horse of Frisco Lines, the personification of power and speed and the product of fifty-eight years of the Frisco's progress.

He is one of the oldest former employes of the Frisco and among his four score and two years of life he termed his twenty-nine years of rail-roading, all with the Frisco, his "treasure chest," which he gladly opened for a review.

Born in northwest Ohio in 1846, he came to Missouri near Newburg in May, 1870. The old Atlantic & Pacific, the nucleus of the Frisco, was then laying track from Jerome, Mo., to Lebanon, Mo., and had contracted to lay track from Lebanon to Springfield, by May, 1870. Not being able to find work on the section he bought a buck saw and was hired by the Atlantic & Pacific to saw wood for its wood-burning locomotives at two dollars a day.

"The old construction days were great days," he said. "The track was laid to Springfield by May, 1870, and on to Peirce City, Mo., by the first of July. Excursion trains were run from Peirce City to Springfield on July 4, 1870. The construction work had reached Vinita in 1872."

Mr. Weckerly sawed as much as five cords of wood a day. In 1871 he was assigned the work of watch-

John Weckerly, of Newburg, Recalls Wood-Burning Engines of the Past



JNO. WECKERLY

ing a wood pile, which consisted of 2,300 cords, stacked near Plymouth, Mo. A disastrous fire destroyed the pile one day while Mr. Weckerly was off duty, and he was promptly fired. His next work was on the section near Neosho, Mo., in October and November of 1870. From Neosho he was sent on the "east end" as it was termed, near Pacific, Mo.

The section work was falling off a

This old engine was driven by Frisco engineer John Weckerly in 1876, between Springfield and St. Louis. He earned \$112.00 a month as a passenger engineer.

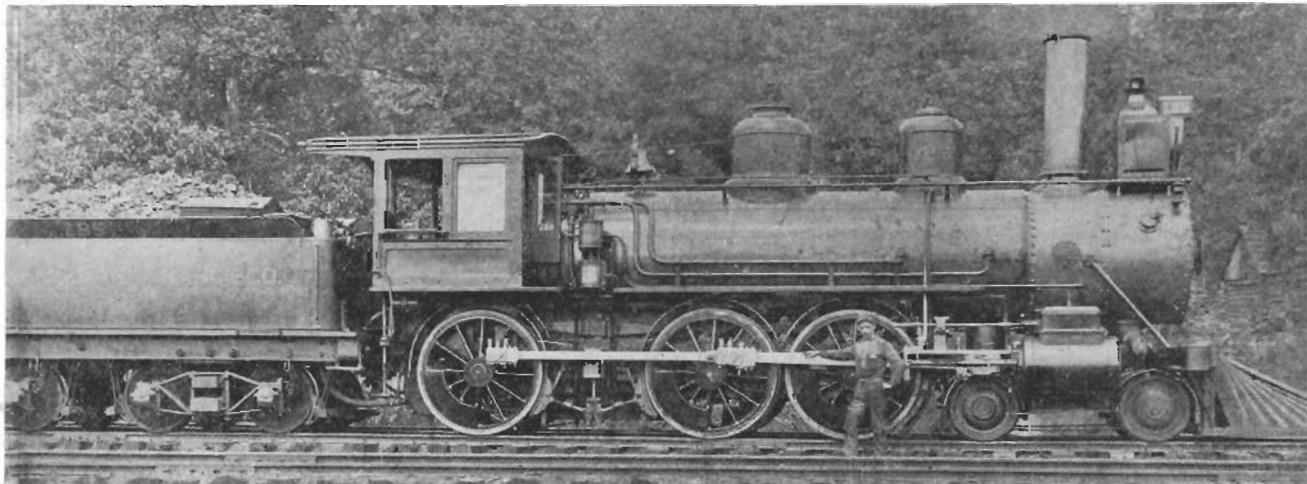
bit and Mr. Weckerly decided to try his hand as a fireman. He made his wish known to Andy Tombly, roundhouse foreman at Springfield, and one day they called and told him he was to go out on Engine 25 as a fireman and the train would leave in one hour.

"It was a job to keep the old engines hot with wood," he said. "We had to make our time going down hill. There was not enough heating surface to heat the engines in those days.

"It was the practice then that a fireman could not be promoted unless he was recommended by some engineer for whom he had fired. I finally got a recommendation and was promoted in 1876 to the position of engineer. Those were also the days of the regularly assigned engines. I did not get a regular engine until 1878. I received a regular passenger run in 1884 and ran all the way from St. Louis to Springfield until 1890. If we had good luck we made it in nine or ten hours, but I have been on the road as high as twenty and twenty-five between points."

There were very few trains operating from Neosho east and the track looked like two streaks of rust in those days. "The grass was six or eight inches high between the rails," Mr. Weckerly said, "and when the train was ready the engineer had to wait until the dew dried on the grass to keep the wheels from slipping. The pay for firemen in those days was \$1.90 a day and we paid \$2.50 a month for room rent. Engineers made \$112.00 a month on passenger trains."

The machine shop and the round-
(Note turn to Page 28, please)



FRENCH POILU A FRISCO BOILERMAKER

THEY call him "Frenchy" at the west shops, in Springfield, where he is employed as a boilermaker for the Frisco Railroad, although his real name is Edouard Andalafte.

He has been employed in the Springfield shops since 1922, but his buddies who work by his side daily did not know that he served during the war with the French army, and is the possessor of two medals given for bravery, the "Medal Militaire" and the "Croix de Guerre."

It all came to light when he joined the American Legion the first of February and filled out the necessary application. They revealed that he was born in LeHavre, France, Aug. 10, 1893. There were four brothers and one sister in the family, and Edouard was the youngest. He did not care much for studies when a boy, but attended a vocational school where his time was divided between lessons and learning the trade of boilermaker. At the age of 18 he enlisted in the National Reserve Army to serve three years, as required by French law, and although his "hitch" was over when the World War began, he re-enlisted again in the regular army, bid farewell to his mother, father, brothers and a sister, and has not heard of or seen them since.

He served during the second battle of the Somme and received a machine gun bullet in the foot. For three days he could not get to a Red Cross Relief Station—the mud was up to his knees, but he dragged himself down the trench with the aid of two discarded rifles which he used for crutches. When he did get to a relief station, infection had set in, and he was confined in a hospital for six months. When he was permitted to leave he served in the air service, doing odd jobs until he had recovered enough to return to his company. Before the war was over he was wounded four times and spent over a year in hospitals at various points in France.

Andalafte saw active service in the Argonne, and Verdun, and was on the firing line when the first contingent of American troops arrived and pays high tribute to their daring and courage.

"Did you ever go hungry for any length of time?" he was asked.

"Well there were several instances where we had nothing to eat for more than two days. Our main food was light bread and potatoes—and we had plenty of wine. Sometimes the Ger-

Edouard Andalafte, Twice Decorated by French Government, Known as "Frenchy" to West Shop Buddies



EDOUARD ANDALAFTE

man line would be so close to ours that we could talk back and forth. They would holler: 'Come on over Frenchy, we have fine cigars and beer', and we would holler back, 'Come on over yourself Heinies, we've got some fine wine, ham and bread'. Neither of us accepted the invitation."

The second year of the war, the French people raised such a complaint—especially the mothers—that they had not seen their sons for such a long time, that the Government granted each soldier an eight day furlough at home every four months. It was while he was on a furlough that the Armistice was signed, and he was in Paris.

"For years, all during the war, Paris had been dark at night, afraid of an airplane bombardment. Night patrols checked up to see that where there were lights in the homes, the curtains were drawn tightly. But Armistice night—lights blazed—bonfires raged—Paris went wild!"

And when it was all over he returned to his home—180 miles from Paris. He could not find his family—his friends were scattered, and so overnight he decided to come to America.

He landed December 25, 1919, and secured a position as boilermaker in

the shops of the New York Central Lines at Brooklyn. "I could not get along very well," he said. "I did not understand the language, and when they asked me to bring them a chisel, I would bring them a hammer or some other tool.

"I then went to Louisiana and started a cotton plantation, but I didn't make good there, so I finally landed in Chaffee and secured a job in the Frisco shops in 1922. I was transferred to the Chouteau Avenue shops at St. Louis, and then to the Springfield Shops, where I have been since the latter part of 1922."

He is entitled to a pension from the French Government, and when he finally received his first check, 250 francs a year, it was only equal to about \$6.00 and so he wrote the pension board that he would like for it to be donated to the French hospitals.

He has received all of his naturalization papers but the last and he will get that this year. The American Legion solicited his membership and warmly welcomed him into their organization.

He likes Springfield and the Ozarks, likes the American people and plans to make his permanent home in Springfield. His hobby is fishing and he takes week-end trips during the summer with some of his buddies.

"I'd like to go to France sometime in the future, and try to locate my family and some of my friends. They tell me things are prospering there again. Perhaps I'll go some day, but my heart is here in America now, where I have made friends and am making more daily. It's a great country and its a great railroad that I'm working for."

"Frenchy" Andalafte is considered one of the best boilermakers at the West Shops and his buddies like him equally as well as he likes them.

RAPID GRAIN SHIPMENT

On March 16 the Enid Terminal Elevator Company at Enid, Okla., advised the Frisco offices there that it wished to load 41 cars of export grain on very short notice.

Special attention was given to the handling and loading and the train moved out of Enid at 1:15 p. m., March 18; arrived West Tulsa 6:40 p. m., departed 7:25 p. m.; departed Sherman 8:30 a. m., March 20, and arrived Ft. Worth and was delivered to the Santa Fe at 1:40 p. m. The final destination of this trainload of grain was Germany.

NEWS of the FRISCO CLUBS

WITH great enthusiasm a re-organization of The Frisco Employees' Club of Memphis, was effected the night of March 22, at the Gayoso Hotel following a dinner. Present were a large number of Memphis employes and several out-of-town guests.

Officers of the club were elected as follows: Gordon Robertson, cashier, local freight office, president; W. G. Cary, assistant chief yard clerk, first vice-president; W. H. Motz, machinist, second vice-president; F. J. Walsh, chief timekeeper, treasurer (re-elected), and C. H. Andereck, clerk to trainmaster, secretary (re-elected). W. F. Corkery was elected chairman of the Greater Traffic Committee of the club. Nine others are in this committee.

Memphis Frisco officers attending the dinner included: E. E. McGuire, superintendent of terminals; R. B. Butler, superintendent of the Southern division; A. P. Matthews, assistant general passenger agent; W. H. Crow, commercial agent; B. G. Gamble, master mechanic; R. E. Buchanan, executive general agent; S. L. Oliver, agent and Ed Monroe, special agent.

Among the guests were John T. Cochran, Jr., Mobile, Ala., general freight agent of the Alabama, Tennessee & Northern Railroad, which railroad is co-operating with the Frisco in the handling of freight from Frisco rails to Mobile; J. A. Moran, Chaffee, Mo., superintendent of the River division.

The meeting was called to order by Mr. Buchanan, executive general agent. Mr. Cochran of the A. T. & N., said that there is a wonderful opportunity for increased traffic for the Frisco in connection with the line he represents. He gave a description of the port of Mobile, and pledged his support to the Frisco.

Mr. Moran spoke enthusiastically of the activities of employes on the River division in soliciting both freight and passenger business, and also said the keeping of Advance 832 and Advance 835 on time is very important. He said record-breaking time among freight trains had been made on certain shipments moving in those trains.

The meeting was then given over to a "get together." Every one was given to understand that he was re-

quested and expected to get up and say anything he had in mind as to constructive criticism or other suggestions that might tend to increase Frisco traffic.

Messrs. Buchanan and Crow gave

With the coming of spring to Frisco Lines, employes' clubs are making plans for many a spring and summer time outing in the Ozark hills and along the streams in Frisco territory. Basket suppers and roasting wicnies will feature many sub-divisional picnics in which several clubs will join, Frisco club presidents say.

Meantime the organization of Frisco Employes' Clubs has exceeded the goal set by the central committee—50 clubs—and 51 of these employe organizations have been formed and are holding regular meetings at Frisco points.

During March, 6,665 employes attended meetings of 45 clubs and several new organizations, including Fayetteville, Ark., and a Ladies' Club at Tulsa, have been added to the roster.

Officers and employes of Frisco Lines should feel genuine elation at the progress they have made since November first in the formation of this system-wide personnel movement. A better understanding of the plans and problems of our railroad is resulting from a better understanding of ourselves and our officers, all brought about through the medium of Frisco Employes' Clubs.

Club secretaries are urged to notify the undersigned of all meetings, ten days in advance if possible, and to rush a copy of the minutes following the meeting, in order that each club's activities will be included in the "News of the Frisco Clubs" appearing each month in this publication.

W. L. Huggins, Jr.

Chairman of the Central Committee.

many pointers relative to the obtaining by the Frisco of long-haul carlot or LCL shipments. In connection with this subject it was suggested that much good could be accomplished by assistant superintendents handling with agents on road and representatives of the traffic department. It was also brought out that engine foremen, because they are in close touch with various industries, can do much to obtain long hauls for the Frisco,

and that yard forces also can do much in this direction.

A great deal of discussion was held as to the best way to obtain traffic tips from employes and it was suggested that a circular be issued at least once a month to all employes at Memphis, stating that if they had any traffic tips to report and had failed to do so that the tips be reported at once. Plans for entertainments were discussed and referred to the entertainment committee.

In his minutes of this meeting C. J. Andereck, secretary, writes: "We all feel sure that with the interest displayed at this meeting that the solicitation of freight and passenger traffic by the employes at Memphis is bound to show up in better form than ever before * * *"

A large amount of business recently has been obtained for the Frisco by the Greater Traffic Committee of the Frisco Employes' Club of Memphis, it was brought out at the meeting of the committee held April 11.

W. F. Corkery, chairman of the committee, called the meeting to order. Others present included: W. H. Crow, commercial agent; M. F. Shanahan, chief clerk to the division superintendent; W. G. Gary, first vice-president of the Memphis Club; F. J. Walsh, treasurer, and C. J. Andereck, secretary.

Madill, Oklahoma

The Frisco Employes' Club of Madill was organized March 29 to the accompaniment of a great deal of enthusiasm.

Officers elected were: O. F. Nowlin, agent-yardmaster, president; J. E. Turriff, vice-president, and T. D. Alexander, secretary.

This club will hold meetings the second and the fourth Fridays of each month, at 5 P. M. at the freight depot.

The meeting was called to order by Mr. Nowlin, acting chairman. He stated that the purpose of the meeting was to organize a Frisco employes' club in line with the clubs organized and being organized by employes throughout the system.

Short talks were made by several employes and a general discussion was had on the best methods of securing business for the Frisco. Several suggestions were made in re-

gard to getting business from the local merchants.

Fayetteville, Arkansas

The Frisco Employees' Club of Fayetteville was organized March 22 with forty-six charter members. A plan of this club is to include employes in nearby towns in the membership and this plan makes possible an enrollment of approximately 100 employes.

Officers of the club were elected as follows: A. C. Miller, conductor, president; D. C. Lehn, agent, vice-president; Paul Jeffries, roadmaster's clerk, secretary, and R. B. James, ticket cashier, treasurer.

The meeting was called to order by F. E. Brannaman, assistant superintendent of the Central division, Ft. Smith, who spoke of objectives of the Frisco employes' clubs movement.

J. D. Heyburn, master mechanic of the Central division, Ft. Smith, said that each employe of the Frisco should be loyal to the Frisco, and that much good can result from the Frisco employes' club movement.

E. C. Carlock, president of the Frisco Employes' Club of Fort Smith, who went to Fayetteville to help in the organization of the Fayetteville club, took the chair as temporary chairman until officers of the club were elected. Mr. Carlock spoke at length of Frisco employes' club work. His address and his assistance in organization of the club were highly appreciated by all the members of the Fayetteville club.

After the election Mr. Carlock turned the meeting over to President Miller, who thanked the members of the club for the honor conferred on him and urgently requested the full co-operation of all club members to make the Fayetteville club an active

one and beneficial to both the Frisco and club members.

A general discussion as to the best plan for lining up employes in nearby towns as members of the Fayetteville club followed. An outing for members of the club and their families and friends was decided on and D. L. Wilson was appointed to select a

The organization meeting was held in a coach at the passenger station at Tulsa and was called to order at 7:45 P. M. by Mr. Fay Warren, assistant yardmaster and president of the Frisco Employes' Club of Tulsa. The attendance was sixty-four.

The motion for formation of a ladies' club was made by O. L. Young, superintendent of the Tulsa terminal.

He said that the Frisco Employes' Club of Tulsa was composed mostly of men and he thought the women should have a chance to show what they could do, and that he was sure they would do as well as and probably better than the men.

R. L. Schoenberg of the Tulsa zone accounting bureau, spoke on the success of the Frisco Girls' Club of St. Louis.

Mr. Warren then turned the meeting over to Miss Christine Vanderford, vice-president of the Frisco Employes' Club of Tulsa and she presided during the election of the officers of the ladies' club.

Appointment of chairmen of committees and adoption of by-laws comprised the principal business at the meeting of the recently-organized Frisco

Ladies' Club of Tulsa held at the Tulsa freight house, March 30. Mrs. G. G. Harrison, the president, presided. The attendance was seven-teen.

Mrs. C. H. Hensley was appointed chairman of the house committee and Mrs. W. P. Kent was appointed chairman of the entertainment committee, with Mrs. J. A. Frye as assistant chairman. The club adopted, with the exception of a few changes, the by-laws of the Frisco Men's Club of Springfield, Mo. Miss Inda Jenkins was appointed chairman of the telephone committee, which will notify members of meetings.

A Brace of Aces



Mr. H. M. Cloud, is the genial president of the Frisco Employes' Club at Neodesha, and his association with the Frisco is that of day dispatcher and car distributor. Mr. Cloud reports that members of his club are all active workers in securing passenger and freight business for Frisco Lines.



Mr. Fay Warren, competent yardmaster and equally efficient president of the Magic City Frisco Employes' Club, appears above. He entered Frisco service in February, 1915, serving in the roundhouse, transferred to Sapulpa in 1916 as brakeman, and in 1917 came to Tulsa Terminals as switchman, and was made yardmaster in 1926.

location on the White River for the outing.

Ladies' Club of Tulsa, Okla.

The Frisco Ladies' Club of Tulsa was organized March 6, with the assistance of members of the Frisco Employes' Club of Tulsa. The officers of the ladies' club are: Mrs. G. G. Harrison, president; Miss Mary Jenkins, vice-president; Miss Irene Doling, treasurer, and Miss Edna A. Wooden, secretary.

Membership in the club is open to wives, mothers and sisters of all Frisco employes at Tulsa and West Tulsa.

Miss Edna Wooden, secretary of the club, offered the suggestion that since several of the Tulsa employes reside at Sapulpa, it would be advisable to allow the wives of such employes to participate in activities of the club. This suggestion was approved.

The first luncheon to be held by the Frisco Ladies' Club of Tulsa was held at the Mayo Hotel, April 11. The attendance was thirty-four. Guests were J. W. James, executive general agent; O. L. Young, superintendent of terminals, and R. L. Schoeneberg, zone auditor, each of whom talked on traffic solicitation and the forming of a closer relationship between employes of the Frisco. Miss Marian Lawrence, of the Transcontinental Oil Company, gave a reading, "The Southern Girl."

The club will entertain the members of the Frisco Employes' Club of Tulsa with a dance, May 4. The ladies' club decided to hold a luncheon the second Wednesday of each month, at the Mayo Hotel.

The support of all the city officials of Chaffee, Mo., was pledged to the Frisco Employes' Club of Chaffee by Mayor X. O. Ray in his address during this recently-organized club's first entertainment program, held the night of April 5 at Odd Fellows hall. Approximately 150 employes, members of their families and friends attended and the attendance would have been even larger but for inclement weather.

The program consisted of addresses, musical numbers and dancing.

Besides the Mayor, addresses were delivered by the following: Frank C. Bymaster, president of the Frisco Men's Club of St. Louis, who spoke on organization of Frisco employe clubs and their accomplishments; R. V. Cooper, special representative, president's office, St. Louis; J. S. Meidroth, road foreman of equipment; J. R. Holland, operator-clerk, president of the club, and H. E. Hubbard, general roundhouse foreman, vice-president of the club.

Entertainment was as follows. Piano solo, Miss Juanita McAdams, formerly of Chaffee, but now of St. Louis; violin solo, Miss Campbell, daughter of H. C. Campbell, engineer; piano selection, Miss McAdams; musical readings, Miss Lois George, with Miss Lizetta Wehling at the piano; vocal solo, Miss Wehling, with Miss Bolton at the piano; dancing, to piano selections played by Miss McAdams.

Club of Chaffee were appointed at the second meeting of the club, held at Odd Fellows' Hall the night of March 22. The attendance was sixty-two. The club was organized March 15 with forty-one charter members. The membership is growing rapidly and includes Dr. G. A. Sample, division surgeon, and J. H. Hale, local Frisco attorney.

Committee chairmen of this club as appointed March 22 are as follows:

Entertainment, V. E. Hopkins; Publicity, H. E. Hopkins; Athletic, O. E. Rigdon; Greater Traffic, C. McBroom; Permanent Hall, H. H. McGarvey.

St. Louis Men's Club

More than 250 men employes of the Frisco Employes' Club of St. Louis attended the monthly meeting of that club, held at the Chamber of Commerce dining hall, March 22, where they listened to an impressive address by Mr. Robert J. Kratky, well known St. Louis attorney and politician.

Mr. Kratky aptly applied the professional methods of a politician in securing clients, to the railroad in securing patrons.

"If I were a Frisco man I would try to establish a following for my railroad," he said. "Politicians are successful because they have a large following and these followings are obtained by personal contact. A railroad can obtain a large following in the same way—by personal contact and its best means is between its employes and the public.

"If every Frisco man, not only in St. Louis, but all over the Frisco started to tell the story of railroads in general and the Frisco in particular, nothing would be able to stop the Frisco." Mr. Kratky was introduced by E. G. Nahler, St. Louis general attorney for the Frisco.

The luncheon program was opened with an appeal by Frank C. Bymaster, president, to members to obtain all the passenger and freight business for the Frisco that they can. He also urged that each member present try to get more of his co-workers to attend the club's luncheons. Mr. Bymaster then turned the meeting over to Chester C. Kratky, chairman of the entertainment committee. A piano solo and encore were played by Ralph Termenstein, clerk in the president's office.

C. H. "Unc'e Charley" Baltzell, St. Louis, a special representative of the general manager of the Frisco, who recently organized the Red Caps Athletic Club at the St. Louis Union Station, told of the beautiful appearance of the Frisco-Katy train, "The Blue-

bonnet", as it leaves the Union Station daily. He invited all members of the club to see the train. He spoke of team work at the Union Station.

He then introduced Roy Johnson, a red cap, who is a champion flyweight boxer. Two red caps, Leo Van Nest, 112 pounds, and Clyde Taylor, 135 pounds, then staged a three-round exhibition boxing contest.

Besides Mr. Robert Kratky, guests included John L. McCormack, Springfield, superintendent of freight loss and damage claims, who invited the members of the Frisco Men's Club of St. Louis to attend meetings of the Frisco Men's Club of Springfield.

Clinton, Missouri

The Ladies' Auxiliary of the Frisco Employes' Club of Clinton, Mo., held a meeting Saturday, April 14. Solicitation cards and Frisco stickers were distributed and each member made a report of the firms solicited and the results obtained.

A careful survey made by this auxiliary, of the Frisco employes of Clinton, reveals the following facts: Of the 127 Frisco employes living in Clinton, there is an average payroll of \$20,000 a month and the majority of the employes are taxpayers on property and own automobiles, and therefore buy oil and gas in Clinton. The majority of the employes buy their clothing, rugs, draperies, furniture, stoves and furnaces at home.

The wives, mothers and children of the employes are, practically without exception, interested members of the literary clubs, civic club, parent-teachers' association of the schools and church organizations of Clinton.

Following the business hour a short musical program was given and refreshments were served. At the meeting of the Auxiliary held March 17, Mrs. C. E. Hunter, president, called the meeting to order with the new gavel sent to the Auxiliary by Mr. J. W. Geary, former Frisco conductor, and the president authorized that a letter of appreciation be sent to Mr. Geary, now residing in Glendale, California.

Fort Scott, Kansas

Approximately 200 Frisco employes and their families met at the Episcopal parish house, Ft. Scott, Kans., on the evening of April 12, to attend the third entertainment of the year sponsored by the Frisco Employes' Club of that city in the nature of a dinner, musical program and dance.

Mr. W. F. Jackson, former Frisco attorney, and citizen of Fort Scott, addressed the club on the subject of