



Flashes of Merriment

The Greatest Wonder

"Henry told me the other night that I was the eighth wonder of the world."

"What did you say?"

"I told him not to let me catch him with any of the other seven."

Dumb Dora

"Look, our captain is going to kick a goal!"

"Oh—how terrible. What did the goal do?"

Thanks, So Much!

"Did you write all the jokes in your book?"

"Sure—all of them."

"Allow me to compliment you. You are much older than I thought you were." —Smiles.

On Time

Tommy was walking home, very slowly and much after supper time.

"Tommy," asked a friend of the family, aren't you afraid you'll be late for supper?"

"Nope," said Tommy. "I've got the meat." —I. C. Mag.

Is He?

A measly old geezer named Pell, said "Insurance? Pray why? I'm well."

Now his widow, poor thing,

Must wash, rinse and wring,

Let's hope the old tight wad's in—
Heaven!

At Camp

Tourist: "May I have a couple of towels?"

Caretaker: "Are you a-gonna stay all summer?"

Correct

Smiles is the longest word in the English language. There is a mile between the first and the last letter.

—Powell River Digest.

Faster and Faster

"The paper says they have found a long-legged sheep in the Himalaya Mountains that can run forty miles an hour."

"Well it would take a lamb like that to follow Mary now days."

It Is!

We're firmly convinced hog calling contests are just a lot of Who-ee-ee!

Dey Is!

Mandy: "Is dem aigs fresh?"

Storekeeper: "I ain't sayin' dey ain't!"

Mandy: "I ain't ast you is dey ain't, I'se ast you is dey is?"

Wrong Again

Salesman: "Give me crackers and milk."

Waitress: "Are you on a diet?"

Salesman: "No, on commission."

Frequent Visits

Visitor: "What nice furniture!"

Small Boy: "Yes, I think the man we bought it from is sorry now he sold it—he's always calling."

Help!

Wife to Traffic Cop: "Are my dimmers on?"

Cop: "Madam—I wasn't even looking."

Yes, But!

Izzie: "Dot hat izz nize fit, aindt it?"

Customer: "Yes, but suppose my ears get tired?"

Clever

He: "If you'll give me your telephone number I'll call you up some time."

She: "It's in the book."

He: "Fine, what's your name?"

She: "It's in the book too."

—U. P. Magazine.

A Falling Market

A farmer's wife shipped a crate of eggs to a wholesale house in a city, but before doing so, she wrote on one of them: "I got two cents for this egg. What did you pay for it?" And she added her name and address.

A year later she received an answer. It was written on the highly embellished stationery of an actor. "My dear madam," wrote he, "while playing the part of Hamlet in the far West recently, I received your egg for nothing." —Billboard.

And so—

"Try to laugh that off", remarked the wife as she finished sewing on a vest button with wire.

Vacation Stories

Swimming Instructor: "Now don't forget. A hollow body can't sink. Next lesson I'll show you how easy it is to keep your head above water."

Where It Hit Him

"Where did the locomotive hit this man", questioned the lawyer.

"At the junction of the dorsal and cervical vertebrae", responded the doctor.

The foreman of the jury then arose and remarked; "I know every cross road in this here country, but I never heard of any such place."

No News

1st Farmer: "I've got a freak on my farm—a two legged calf."

2nd Farmer: "I know it. He was over to call on my daughter last night."

The Source

Mike: "I think I'll end my troubles forever."

Ike: "Not thinking of committing suicide?"

Mike: "No—going to shoot the wife."

Have You Got The Goods?

A lion met a tiger

As they drank beside the pool.

Said the tiger, "Tell me why

You're roaring like a fool."

"That's not foolish," said the lion,

With a twinkle in his eyes.

"They call me king of the beasts

Because I advertise."

A rabbit heard them talking

And ran home like a streak.

He thought he'd try the lion's plan,

But his roar was a squeak.

A fox came to investigate—

Had luncheon in the woods;

So when you advertise, my friends,

Be sure you've got the goods.

—Baltimore Ad Club Bulletin.

The FRISCO EMPLOYEES' MAGAZINE

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**“The Civilizing Railroads”**

RAILWAY employes of today are prone to think of their company as a great carrier of freight and passengers, as an economic necessity, as a means of earning the monthly pay check, but seldom do we contemplate our respective railroads as a great social agency—perhaps the greatest civilizing influence in the United States.

In a recent article appearing in “Economic Geography”, Professor Mark Jefferson of Michigan State Normal College, wrote of “The Civilizing Rails”.

“Railway transportation,” Professor Jefferson says in part, “is the agency that for a century past has done more than any other single one of man’s inventions to transform human life, especially in the way of pushing backward people forward and lifting submerged classes. The old-fashioned peasant, clinging closely to the ways of his father, and accepting a status of inferiority, has disappeared (in America) before the whistle of the locomotive and the rustle of the newspaper. Local costumes and customs have had to yield here to the garments and manners of wider areas and the rural dweller has become familiar with the ways of the townfolk.

“Mobility transforms and ennobles peoples. It has always been so. Mobility along the Nile made old Egypt significant. Mobility on the sea distinguished in turn Phoenicians, Venetians,

Norsemen, Dutch and English. Sea-mobile Carthage compelled sedentary Rome to take to the Mediterranean and greatness.

“The United States has been aptly called a railway-created country. Railways here enabled men to carry civilization, a civilization that was undoubtedly European, into what had been a trackless wilderness and create there widespread prosperity. The railways did not happen to come along just as the country was being settled. The country *did* get settled then because the railways were available to do the work. Without the rails there would have been no such country today. Settlement would have crept slowly along the rivers; numbers would still be small and wealth far less. Canals would be more numerous and fewer of those once built would have fallen into decay. All the waterways would be in use, but the total movement would be, by our present lights, insignificant. The railways made the United States, and the present generation has its whole life tied up with the effects of railways.”

In this connection it is worthy of note that the United States had 38 per cent of the world’s total mileage of railroads in 1920.

For Meritorious Service

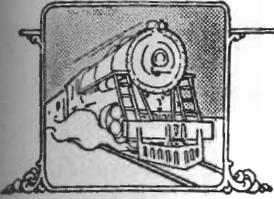
FOR more than a year a certain department has appeared in the *Frisco Magazine* under the heading “For Meritorious Service”.

If this publication was a journal of the War Department the head would be “For Gallantry in Action”,—and deservedly so.

The items under the heading “For Meritorious Service”, deal with the activities of Frisco men and women in going “above and beyond the call of duty” to serve their railroad, its patrons and themselves. Those items range from discovering loaded cars moving as empties, to reporting broken rails, dragging brake beams and beautifying otherwise barren railroad property with flowers and shrubs. This month one report from the River division mentions the fine work of a switch crew at Cape Girardeau in discovering and extinguishing a sawmill fire which would have destroyed a valuable Frisco industry.

The close reader of the *Magazine* has already discovered the wealth of interesting incidents of this department. To the casual reader the editor urges a careful scrutiny from month to month.

There is nothing in news more interesting than the extraordinary work of men and women for their company in peace times and their country in days of war.



The FRISCO MECHANIC

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



Frisco Association Holds Annual Convention September 6 at Springfield, Mo.



THE Association of Metal Crafts and Car Department employes held its sixth annual convention in the assembly hall, first floor, Frisco building, at Springfield, Missouri, Thursday, September 6th, 1928. Frank Junkins, general chairman of the system committee of the Association, stated that this gathering was undoubtedly the most pleasant and profitable one that has ever been held in the history of the organization. Minor grievances were handled and settled in a very satisfactory manner. Reports given by the various delegates indicate that a very happy and contented condition exists in the various shops over the entire railroad; that the men as a whole are receiving every consideration from the supervision in trying to maintain the high standard of working conditions, etc., as provided for in the new con-

tract. The above picture is of the delegates to this convention: Reading from left to right standing as follows: C. P. Clark, Enid, Okla.; L. O. Foster, Joplin, Mo.; A. R. King, Kansas City; E. D. Hansen, Amory, Miss.; J. L. Austin, Wichita, Kans.; W. B. Burner, Enid, Okla.; Claude C. Bond, Enid, Okla.; Emil Kerlin, Ft. Scott, Kans.; J. S. Abbott, St. Louis, Mo.; J. L. Eudy, Ft. Smith, Ark.; George Shields, Ft. Smith, Ark.; R. T. Alstead, Chaffee, Mo.; M. W. Rhodes, Hayti, Mo.; Jess Minnick, South reclamation plant, Springfield, Mo.; W. B. Wallis, Ft. Worth, Texas; B. B. Walker, Sherman, Texas; W. W. Johnson, Sherman, Texas; F. D. Knipp, Hugo, Okla.; Charles L. Melton, West shops, Springfield, Mo.; H. E. Burgess, Ft. Smith, Arkansas; F. M. Maxey, Muskogee, Okla.

Reading from left to right sitting:

H. A. Pickens, Frisco Building, Springfield, Mo.; H. W. Hudgen, general claim agent, Frisco Bldg., Springfield, Mo.; Frank Junkins, general chairman of the Association, Frisco Bldg., Springfield, Mo.; J. E. Rucks, vice-general chairman, Birmingham, Alabama; Leaford Johnson, Chouteau Avenue, St. Louis, Missouri; A. L. Sasser, member system committee, Tulsa, Oklahoma; George Hubbard, Oklahoma City, Oklahoma; Irl Williamson, Monett, Mo.; Tom Reynolds, South reclamation plant, Springfield, Mo.; H. D. Warren, Birmingham, Alabama; S. S. Wilder, Tulsa, Oklahoma; Bert E. Spillman, Pensacola, Florida; John M. Sheeley, member system committee, Chaffee, Missouri; I. W. Hill, Thayer, Missouri, and H. T. Kenamer, member system committee, Yale, Tennessee.

Safety Annie Sez-

CHEATIN' ON THE SAFETY RULES IS JUST LIKE PLAYIN' SOLITAIRE WITH MARKED CARDS



DISCUSS CLAIM PREVENTION

The Western Division Freight Claim Prevention and Better Service Committee met at Enid, August 29. This was the first meeting since W. R. Brown became superintendent of the division. Mr. Brown presided. Subjects considered were: accidents, rough handling, train and car delays, train and car inspection, mishandling of live stock shipments, mishandling of freight shipments of perishables, defective equipment and commodity carding, robberies, bad order reports and errors in checking, loading, stowing, bracing and billing.

"Whatever influenced you to become a butcher?"
"Oh, I always was fond of animals."

THE SQUIRRELFOD THE SHOP GUAT



DIPPY WAS SUB TIMEKEEPER TODAY AND WAS NEW AT THE GAME

FRISCO MECHANIC FAMILY NEWS

MECHANICAL DEPARTMENT THAYER, MO.

F. M. PEEBLES, Reporter

We are pleased to note that George E. Johnson, freight handler, has resumed duties after being off sick since June 16.

L. T. Conley, first trick operator, is relieving P. A. Ingle, agent, for a few days.

Pat Carter, caller, formerly of this point and now stationed at Yale, recently visited friends here.

Mrs. Rodney Wilcox, wife of storekeeper, was a recent visitor at Springfield.

C. T. Lowe has been transferred to Amory, Miss., as machinist. Floyd Frost succeeds him.

I. W. Hill, car inspector, president of our local, attended the annual convention of the Frisco Association of Metal Crafts and Car Department Employes at Springfield. Understand everything went along very nicely.

SOUTH TRAIN YARDS SPRINGFIELD, MO.

JESSE L. BRANDON, Reporter

We are glad to report that Walter Beshers, night inspector foreman, who underwent an operation at the Frisco hospital, is back on the job again. Thanks to our good doctors, he is looking fine.

P. Enslin, day car foreman, who had taken his vacation, is back at work again. He and his family went to the Ozarks for a camping and fishing trip, and reports a nice time.

J. L. Brandon, while passing through Monett, Mo., stopped off between trains, to see his old-time friend, Orval Kesterson, formerly of Springfield. Orval is now located in Monett as night car foreman.

H. C. Sweeney, car inspector, who has been at St. Louis, Mo., helping receive the new cars that were being built for the Frisco, has returned home and has resumed work as inspector at the south side.

Miss Bertha Pittman, daughter of C. W. Pittman, at 918 West Chase Street, and Mr. Elven Noah were united in matrimony on Sunday, August 12, 1928, at the home of the bride.

Rev. Walter George, car inspector at the south side train yards, is off on a fifteen-day vacation. He is helping in a revival meeting down near Rogers, Ark.

LOCAL No. 7—FT. SMITH, ARK.

LEE W. CAVINESS, Reporter

Business on the Central division is at its peak. We are working full time with regular force. Crops and fruit crops are much better than was expected, account of extremely rainy spring season. Prosperity is smiling on the Ozarks again, and, of course, we are all happy.

W. R. Cordell, sheet metal worker, has regained his health and has returned to work after an absence of several months. Jim Howard, blacksmith in car department, has entered the general hospital at St. Louis for medical treatment.

C. I. McPadden, car department, has returned recently from a visit with relatives and friends in Cleburne, Texas.

B. G. Worden, machinist, has been appointed on the Accident Prevention Committee. This is the second time Bro. Worden has served on the Committee and has been very active in his efforts to make the Central Division the safest on the system.

Ralph Maledon, who was seriously in-

jured by being struck by a pitched ball while playing on our team, has recovered and is back on the job.

Oray Wright, machinist, formerly of Hugo, Okla., has decided to make this his home permanently and is assisting in the organization of an orchestra among the local employes.

Paul Scherry, of the machine shop, is acting as roundhouse foreman while Mr. A. A. Wegman is on his vacation.

Dewey M. Windes, machinist, and his wife have returned from a pleasant vacation with relatives in Missouri.

Mike D. Hodges, drill press operator, and family visited with relatives in Oklahoma recently.

Harold W. Claypool, machinist apprentice, has been granted leave of absence to resume his school work. He will finish high school this year.

A. C. Sweet, machinist, and his family visited in Springfield recently.

D. E. Garner, engine inspector, with his family, visited relatives in Sherman, Texas.

Mrs. Coley, wife of Blacksmith J. N. Coley, visited relatives in Tulsa during August.

Albert Scheld, former night roundhouse foreman at this point, who is now with the French Petroleum Company with offices in New York City, was a recent visitor in the shops, visiting with his former fellow employes.

H. E. Burgess, sheet metal worker in the water service department, was elected division chairman at a special meeting, Friday, August 31. Bro. Burgess has been a loyal supporter of our association and has taken an active part in the affairs of our Local. We are indeed fortunate to have a man of Bro. Burgess' type to represent the Central division and feel that the management will think our choice has been wisely made.

Bro. Burgess succeeds J. L. Fudy, who has represented this division for the last five years. We extend to Bro. Fudy our sincere thanks for his unselfish service rendered and due credit for the results he has secured in the interest of our membership.

George Shields and wife are visiting in Springfield with Mrs. Shields' mother, who is recovering from a serious illness.

B. T. McCune, tank truckman, and family spent their vacation in Albuquerque, N. M., with relatives. While there Bro. McCune visited Bro. Ernest Stringer who is there on sick leave.

LOCAL No. 32—NEWBURG, MO.

E. F. FULLER, Reporter

C. D. Ward, assistant roundhouse foreman, and family spent their vacation in the West.

I. E. Fuller, first-class machinist, substituted for the assistant foreman when he was on his vacation.

O. J. Painter, machinist in the special equipment shop, Springfield, and wife recently visited relatives at Newburg.

F. C. Fulton, passenger fireman, Newburg, is sporting a new Essex coach.

Elmer Dillon, Orville Fite, J. O. Walters, O. L. Larimore and John Fairley have been transferred to Springfield, account recent reduction of force here.

D. B. Ege, staybolt inspector, and his wife and their son, Bobby, visited home-folks in Springfield recently.

Eugene Freeze, electrician, has been transferred to Wichita, Kans.

Frank Macormic, roundhouse clerk, has been transferred to Mr. Murney's office at Tower Grove, account of the recent reduction of force here.

O. E. Brown, third-class machinist, and family recently visited home folks in South Missouri.

Mr. and Mrs. Roy Jordan are the proud parents of a baby boy, born August 12.

Carl E. Davis and Miss Elizabeth Sullivan, the latter of Birmingham, Ala., were united in marriage July 18 at Memphis. We extend our congratulations.

E. G. Baker, assistant general passenger agent, Kansas City, and Harvey James, of J. N. Cornatzer's office in St. Louis, spent their vacation in the Ozarks, fishing in Big Piney and in Little Piney and in the Gasconade.

CHAFFEE, MO., ROUNDHOUSE

JAMES E. STOUT, Reporter

John M. Sheeley, division chairman, F. A. M. C. & C. D. E., was in Springfield at the recent meeting of the board of F. A. M. C. & C. D. E.

H. E. Hubbard, general roundhouse foreman, and family have returned from a very enjoyable vacation spent in Kansas City and Fort Scott. Mr. Hubbard says that if he could have had a few days' more training on the golf course, he would be ready to take on Bobby Jones or Genc Sarazen, or any of the other numerous champions.

"Uncle" Bud Baronous was on the sick list recently. We understood it was "rose fever" that had him down. We told you, Bud, that you ought to be cultivating spuds instead of golden rod in your garden.

Ed. Margrebe, sheet metal worker, and family spent their vacation visiting relatives in Tennessee. Jesse Dudley, who recently finished his apprenticeship as sheet metal worker at this point, worked Ed. Margrebe's job while he was away.

Lawrence "Barney" Reinagle, boiler-maker, has returned from Hayti where he worked a vacancy for several days. Glad to see you back with us, Barney.

A large number of Chaffee employes took advantage of the special train to Hayti, Labor Day, to take in the fine picnic given by the Hayti employes' club, and we wish to thank the train and the engine crews for their voluntary work in handling this train.

There was a large pilgrimage of the boys over to court at Benton the other day.

H. E. Hubbard, general foreman, attended the convention of the International Association of General Foremen in Chicago, September 18-21.

MEMPHIS, TENNESSEE Down in Dixie

C. I. DAILEY, Reporter

H. A. Huston, pipe fitter, reports the arrival of a young pipe fitter who was christened Harold Lee.

Mrs. Urban Billings, wife of boiler-maker, was operated on recently. She is doing very nicely.

Mrs. M. J. Coggins, wife of pipe fitter, was operated on recently and is getting along nicely.

C. J. Sanders, machinist third class, recently had his tonsils removed at the Frisco hospital, St. Louis. He is back at work.

Otto Kettman, machinist, is back from his vacation. He spent most of his time squirrel hunting. He says he ran out of bait (nuts), but still got his limit.

C. L. Moore, coach painter, spent his vacation near Chicago.

George D. Berry, machinist, spent his vacation touring to Denver and return.

A fishing party recently given by W. H. Jimson, general roundhouse foreman, was attended by P. O. Wood, of Yale shops; Stanley Woods, apprentice at north shops, Springfield, Mo., and Joe Ray, traveling fireman, of Springfield, Mo. Mr. Ray was declared the champion fisherman. He caught a ten-pound catfish.

The employes of Yale shops have formed a protective club which is to be used for the purpose of giving flowers in cases of death or sickness in or around the shops. This club is now one hundred per cent. We find that this plan is more convenient than solicitations.

The last machine in the machine shop, a wheel lathe, is installed, completing a first-class machine shop for Yale Terminals. We think the shop is one of the