

# SECTION FOREMEN IN MID-YEAR MEET

## Trackmen from Four Divisions Gather in Monett July 13 for Discussions

SOME new words were coined, recipes exchanged and a host of good ideas suggested, when 75 section foremen, four division engineers and five roadmasters met in Monett's Casino on Sunday, July 13, for an all day session. It was a big mid-summer get-together of these men from the Southern, Northern, Central and Eastern divisions.

Sitting in a big ball room with four big overhead fans helping to stir the breeze, was a great relief to the men who spend every day working on the Frisco's right-of-way in the blazing sun, walking track, examining rails and putting in new ties. The best ways of maintaining fine roadbed and track were discussed and the exchange of ideas as to methods employed in their work was highly enlightening. As Mr. A. S. Sherry, roadmaster at Fayetteville, Mo., expressed it, "the attendance at this meeting shows the interest taken. Here you can express your wants and plans to bring about greater co-operation among the men." In fact it was Mr. Sherry who coined the word, a "lazy" tie, and at first everybody smiled. But as the idea was turned over in the minds of those present, it seems descriptive indeed. In other words it might be taken to mean a tie that did not work, a tie that laid down on the job and that was just what Mr. Sherry meant when he said "lazy" tie. The trouble with a lazy tie might sometimes mean that it was not bedded right, and a short time after its application the rail is found to be swinging on it. Other names for these "lazy" ties are "swinging" ties, "dancing" ties, etc.

Every good housekeeper is also a good cook, and several months ago a story contained in the Frisco Magazine referred to the maintenance of track as just "good housekeeping". It seemed that this application was even more suitable when one of the section foremen arose and gave a recipe for

making whitewash. The ingredients for making whitewash is one barrel of slacked lime, 15 pounds of cup grease and 15 pounds of salt.

Mr. G. E. Gelwix, division engineer of the Eastern and chairman of the meeting, was trying to discourage the use of kerosene and urging the section foremen to use the cup grease. Many claimed that the grease would not dissolve, and so section foreman Stanbury said the proper way was to put the required amount of water and salt in a tub and start it to boiling. Then put in the cup grease and boil it until it dissolves. While it is boiling it should be stirred and lime added until it looks like mush. The lime should be put in until the solution becomes stiff. It may then be set aside for use and when it is needed, water may be added and the whitewash is ready for application.

One of the more important subjects to be discussed in the morning session was the use of the "jack versus bar". Some of the section foremen present stated that a new tie could not be inserted without the use of the jack, and the man following him would insist that you could do everything with a bar that you could with a jack, with much less danger of injuring the tie.

*Section foremen and their immediate superiors from four divisions, who met at Monett, Sunday, July 13, for a mid-year discussion of practice and custom in maintaining and constructing standard Frisco Lines right-of-way, appear in the photograph. The picture was taken in front of the Monett Casino immediately after the meeting adjourned.*

In concluding the discussion Mr. Gelwix said, "These instructions were put out and had to apply to all of us and where conditions are different, there will be some cases where they do not fit, but we know what the instructions are and we are not permitted to use the jack. Those of you who have not tried to bring your tie up with the bar, try it."

It was also decided that when new tie plates were put in and inspection made a few months later and ties were found to swing, that it was due in a measure to improper tamping and also to weather conditions, dry cinders and dry chat.

A lengthy report was then given by Mr. Gelwix on conditions found by the Sperry Rail Detector which is now going over Frisco Lines. Mr. Gelwix reported some conditions found by the detector, and the report was of great interest to all those present.

J. O. Armstrong, division engineer of the Northern division, reported that he had been receiving splendid co-operation from the section foremen on that division in regard to sending in defective material. A record of the requisition number is kept and in sending back the material, this number may be quoted which enables a direct tracer to be made.

Harry Harrison and Harry Westbay, accident prevention agent and district claim agent, respectively, addressed the meeting on accident prevention.

In Mr. Westbay's address he said that maintenance of way employes seem to suffer the most from accidents, and in 1923 they represented 23.8 per cent of all railway employes and suffered 31 per cent of all the deaths as well as 27 per cent of all the injuries. Of the 1,268 accidental deaths of all railway employes, 394 were in the maintenance of way group. Both he and Mr. Harrison urged that

(Now turn to Page 11, please)



# WORK BEGINS ON OKLA. CITY STATION

THE residents of booming, bustling Oklahoma City have never been proud of the "residence block" in their city which is bounded by Frisco tracks, Hudson, Choctaw and Harvey streets.

That particular region of beautiful Oklahoma City is not charted on the chamber of commerce tours, nor pridefully mentioned in booster meetings.

A photograph of the block appeared in the Oklahoma City Times recently, however, and revealed a squatty district of one-story ram-shackle frame houses, some of them with lean-to's on the rear, dirty yards and mountainous rubbish piles, and the inevitable Monday wash hanging from low clothes lines.

Oklahoma Cityans were not surprised at the photograph when they read the heading: "Present site of Frisco-Rock Island Station." They felt a warm glow of pride when they saw the picture of the architect's drawing of the new station which Frisco-Rock Island Lines will erect in Oklahoma City, accompanying the photograph of those dirty back yards and poor houses.

For months the two railroads and the city commissioners of Oklahoma City have worked on plans for the new station which is to combine the passenger, baggage, mail and express facilities of two great railroads into one beautiful structure. Many obstacles of physical and legal and financial nature had to be removed before actual construction on the station could begin.

On July 1, 1930, a construction gang made short work of razing the squatty houses and cleaning the site, and within a few days the railroads' contractors were on the job with a large force of men.

Actual work on Oklahoma City's Frisco-Rock Island station had begun.

Before the magnificent structure is finished in March of 1931, one million dollars will have been spent on the station with its accompanying train sheds and other facilities.

The plans for the station specify a unit of three buildings closely united. The express, baggage and mail will be taken care of in two separate buildings facing on Harvey and Hudson streets, and each of the structures will have direct communication with the main station building and the streets.

The entire structure will be faced with coursed Ashler stone masonry,

## Million Dollar Structure for Frisco and Rock Island To Be Completed In March, 1931

and the facade will be featured by a central tower of stone covered by a dome.

The building, in general, was not designed along the lines of a fixed historical style, we are told by the architects. Rather, the spirit of modernism which is entering the architectural field more strongly each year comprises the motif, and the building architecturally, will express the purpose which it serves. The building will not be entirely void of tradition, however, and in its design are embodied elements which are found in the old California missions, as well as in the Mediterranean houses—all features skillfully blended and subordinated to the general idea of a modern, convenient and hospitable railway station plant.

The traveler arriving at the new station will enter through a graceful driveway, which encircles a park strip ornamented in floral design, leading from Choctaw street to the entrance loggia. The loggia extends across the front of the building, forming a delightful outdoor lobby, through which are the entrances to the waiting rooms for each race. The roof will be covered with variegated flashed pan and cover tiling, extending over a wide overhanging stone cornice, the whole forming an ornamental band across the entire front. The scheme will blend with the variegated shades of stone facing, giving a rich display in light and shadow.

Exceptional consideration has been given, because of climatic conditions, to excellent ventilation, and ceilings in the waiting rooms are unusually high. This feature is also included in the adjacent women's and men's rest rooms, and men's smoking room.

The ticket office will be situated between the two waiting rooms (white and colored), and adequate telephone and telegraph facilities, news stands, combination lunch and dining rooms and other quarters for the officers and attendants, are conveniently located.

Baggage at the new station will be checked direct from the main lobby adjacent to the incline to trains, and the mail, express and baggage will be handled by elevators from the

ground level down to the trueing tunnel, and again elevated to the platform levels. All mail and baggage will be delivered through Hudson street and the express through Harvey street. Facilities will be provided at the latter point for expressing parcels without the necessity of going through the uptown offices.

Especial attention has been paid to the lighting arrangement in the station, and massive fixtures keeping with the design of the building will be installed. The heating system will be handled from a central power plant located on the south side of the tracks, where steam for heating the building and hot water for the fixtures will be supplied. Heating units will be installed, with automatic regulating devices to produce an even temperature. A refrigerating system will also be installed to provide running ice water for the drinking fountains in the waiting rooms and offices.

Another provision for comfort and convenience which will be welcomed by the trainmen is the installation of modern wash and locker rooms.

The interior of the waiting rooms at the new station will be treated with California stucco, with marble wainscoting in the main waiting room, the lobby entrance and the incline to trains.

The rest rooms, smoking and toilet rooms will have walls and ceiling decorated with California stucco in blending colors, and wainscoting treated with masonry of various character, and in materials and shades which effectively harmonize with the walls.

The floors throughout will be of various types, embodying marble, monolithic terrazzo, and other satisfactory combination flooring.

Colonel Frank G. Jonah, chief engineer of Frisco Lines, under whose direction the planning of the station was done, points out that when rail patrons once enter the new building all requirements of traveling can be met with convenience, and without the necessity of leaving the building. The size of the plant has been carefully studied out, and will provide adequate facilities for many years.

## Old and New Views of the Oklahoma City Station Site



The Frisco-Rock Island station in Oklahoma City, as it will appear when finished, appears below. The photograph was made from the drawing by the Frisco's architect. At top, through the courtesy of the Oklahoma City Times, we publish a view of the station site as it was before the construction company began razing the shabby buildings prior to construction of the beautiful new station.

### FARMS TYPIFY OZARKS

(Continued from Page 8)

orchard will be found Jonathan, James Golden, York Imperial, Black Ben Davis, and Improved Ingram, intercropping with Duchess and Transparent variety grafted on Black Twigs. An estimate places the acres of bearing strawberries as 150. The fourteen cars shipped from this section this season returned \$26,650. Mr. Bob Miller of Seymour, who has 40 acres in strawberries found that they netted him \$1,030 and Mr. Newt Jacobson received \$1,600 from his 5-acre crop. The largest return was on the fifty-acre patch belonging to Mr. Fred Vollenweider, son of Mr. Carl Vollenweider. He received \$7,000 from his crop this year. These strawberries are all of the Aroma variety. There are about 75 acres of Concord grapes in bearing and it is estimated that there will be a movement of 20 carloads during the coming season. One cannot overlook the tomato canning industry in the Seymour territory. Wholesale dealers throughout the country realize the excellent quality grown in this section and a ready

market has been established for canning purposes. To take care of the canning factories, 21 carloads of empty cans were shipped to Seymour during the past season.

It is not difficult to picture the increased development and resulting prosperity when these well cared for orchards come into full bearing and with the increased production of the diversity of crops that are so well adapted to this particular region, it will surely bring to this community settlers from all parts of the country who realize that this is ideal home land. It will also be an inspiration to other communities in the Ozarks.

**WE HEAR** much about the probable future of the railroads and the possibility or even probability of the traffic being largely diverted to other means of transportation.

It is always dangerous to attempt to forecast the future, but I see nothing in the present situation that threatens the future supremacy of the railroads in the transportation field.

—FRANK McMANAMY, Chairman, Interstate Commerce Commission

### SECTION FOREMEN MEET

(Continued from Page 9)

every precaution be taken by the maintenance of way men, and that the campaign of accident prevention be carried on every minute of the day.

Since 95 per cent are man failures and only 5 per cent due to physical conditions, the slogan adopted was, "Watch the Man". Motor car accidents were discussed and foremen were urged to double flag when possible and to use the utmost care in the operation of the motor car.

The Central division made a splendid report of no accidents during the entire month of May.

Section Foreman W. G. Hammers, of Seligman, Mo., made one of the best of the closing addresses in which he said that co-operation, loyalty, efficiency and confidence were the four greatest words in the English language and that the four comprised his code of living and working.

The meeting closed in time for the men to catch the evening trains. They were taken back to the station in cars, each expressing the opinion that the meeting had been the best they had ever attended.

# HE WRITES SONGS FOR SAFETY'S SAKE

ON AN old desk in the office of Rudolph L. Klein down at Seventh and Cerre streets are a few sheets of song writer's manuscript. Klein himself isn't in the office much. He is general foreman of the Frisco freight yards there and walks about ten miles a day over his spacious platforms, superintending the loading and unloading of hundreds of freight cars. But whenever he has a few minutes away from his job, he may be found at his worn desk, pencil in hand and working at his songs.

For the last year he has been writing safety songs to be sung by employes, school children, safety clubs and whomsoever will. One he already has published, standing the cost himself. Two others are almost ready for the printer.

If you should hear any of the hard-working truckmen on these platforms whistling or humming at their work, chances are the tune will not be one of those Vallee crooning songs or a jazz ditty such as "Hello, Baby." More probably it will be Klein's "S. O. S., Safety or Sorrow."

Writing lyrics for musical numbers isn't exactly what one would expect of a muscle-toughened man who has been hustling freight all his life. But Rudy Klein gets a real kick out of it, and he hasn't done so badly. He has disposed of almost 3,000 copies of that first song. No profit, but an even break financially. Which isn't at all bad when you come to think of it. Most hobbies don't write off their own expense.

All of Klein's musical attempts have been on a single theme—safety. It's all right, reasons this seasoned railroad man, to preach safety, to warn the men and shove posters in front of their noses wherever they turn, but if you can get them to sing about safety—there's something that ought to be especially effective and at the same time pleasant.

So this freight master sits himself down whenever he has a few moments and whiles away the time fashioning catchy phrases for which his cousin will work out the music. It's as interesting a hobby as a man could find.

"And it's one hobby that when inflicted on others does them some good, too. Sounds altruistic, doesn't it?" Klein smiled and shrugged. "Well, it's darn good fun."

His music writing is but one link in a chain of efforts put forth by him and company officials to safeguard

## R. L. "Rudy" Klein of St. Louis Tells Safety Theme in Words and Music



*Hamilton Thornton of the Globe-Democrat Sunday Magazine staff in St. Louis, likes to browse through railroad yards. Like many another young man, he has not outgrown the boyhood fascination for things "rail-road."*

*It was quite natural that Mr. Thornton should not spend many weeks among St. Louis railroad men before he heard of the success in safety-song-writing attained by the Frisco's genial general foreman of the Seventh street freight office, Rudolph L. Klein, whose picture appears above.*

*"Rudy" Klein's fame as a writer of catchy ditties having to do with the accident prevention work on his railroad, had already reached the length and breadth of Frisco-Land, and the Frisco Employes' Magazine had duly recognized his outstanding accomplishments in safety measures, with several stories.*

*Mr. Thornton presented "Rudy's" prowess as a composer in an entirely new vein, however, and his story appeared in the Sunday Magazine of the Globe-Democrat on June 15. We reprint it herewith, by special permission of the Globe-Democrat Publishing Company.*

W. L. H., Jr.

men working in their freight houses. In the two mammoth sheds, one for inbound and the other for outbound freight, there are about 125 men employed under Klein. Their work consists in packing and unpacking all sorts of merchandise that can be moved by freight cars. It isn't as hazardous a task as attempting to navigate the Niagara Falls in a canoe or taking a glider trip from San Francisco to Hawaii, but there is plenty of room for accidents.

"The idea for a safety campaign was brought to my mind, and pretty forcibly, too, about four years ago," recalled Klein. "One of the men who had been working under me for a score of years or more got his hand badly mangled.

"I guess you wouldn't think it, but I'm a chicken-hearted fellow. Had the sight of blood. This chap almost got his fingers cut off as he was wrangling some freight off a truck. I held a little meeting on the spot, pointed to the blood and told about the fellow, who would be laid off for a couple of weeks. I guess I made a graphic, all right.

"When I went back to my desk, I know, I was some shaken. And I began thinking: We had entirely too many of these troubles. And it was all carelessness. If we could keep the men constantly on the watch we could eliminate a good deal of the accidents. Much better to devote a few minutes to safety talks than to bandaging fingers."

Then began Klein's safety campaign which has lasted ever since. At first he would paste on the several bulletin boards little news items clipped from newspapers and magazines—each describing some accident due to neglect, or urging greater carefulness. The men began to clip and contribute their own gleanings to be posted. The idea of safety took root.

There followed a series of slogans dilating on the virtue of care and the sin of neglect. Then a sort of safety game, begun by Klein and carried on rather spiritedly by his men. A word was written on the bulletin board, the letters following each other vertically or one beneath the other, instead of across on a horizontal line. Using each of the letters for the beginning of a new word, a slogan was built up.

Here's an example:

C areful  
A s  
U may be  
T he other  
I ndividual  
O ften is  
N ot!

One or two of these were worked out by Klein and all of the men read them. Contributions began to flow in, at first slowly but later in a stream. Before the slogan game was over almost every man had tried his hand and some presented several bits to be pasted up on the board.

"Some of them spent several nights with their wives, children and a dictionary," said Klein, "before they finally turned out something. And remember this. All that while they were thinking about safety."

Approximately 400 slogans were turned in before interest waned. Every effort got posted on the blackboards so the other men could see.

After that came the songs. This foreman's idea is to have something new whenever possible so as to catch the imagination of his men. So he hit upon the scheme of song writing. The catchiness of the slogans gave him his start.

He began to work out the words at his desk and in the evenings at home. He polished them here and there, to make them simple, catchy and full of his safety theme. The lyrics done, he folded up the manuscript and shipped it off to his cousin, Henry Baum, a musician of many years standing.

It was really natural for Klein to turn to music in spite of the fact that he has spent so many years in the midst of muscle-straining work, the clang and scrape and thump of box car loading that seemingly would only give inspiration for a regular and full night's sleep. His father, Frank Klein, was a versatile music teacher down in Ste. Genevieve, Mo. As a boy Rudolph learned how to toot a horn and played in orchestras and bands until not more than a dozen years ago.

"Dad," said Klein, "was the publisher of a German paper, 'Freie Blaetter' or 'Free Press.' That was when I was a lad and we lived at Ste. Genevieve. He also was well known as a music instructor and could play almost anything that emitted a tune.

"I hustled copy and was his printer's devil when I was 11 years old. Yes, sir, dad taught me something about music. He was known as a composer and teacher all over that part of the state."

But Rudolph left home as a youth

## VICTORY COMES TO VICTOR!



Victor Grace, Frisco time inspector at Amory, Mississippi, made what he calls "the catch of my life" in the warm waters of Pensacola Bay late in June. After tossing many dozen of King and Spanish mackerel into the bottom of his boat, Inspector Grace felt a tug at the end of his heavy line that was most assuredly not that of the ordinary variety of salt water fish. For a time it looked as if Grace would lose his rod and reel and heavy tackle, but "Victory came to Victor", and in the end he landed a man-eating shark six feet eight inches long weighing 121 pounds. Fisherman Grace is the first Frisco man to report catching a shark during the current season.

and came to St. Louis. At the age of 21 he obtained a job as laborer in the freight shed where he is now foreman.

"It was only a temporary job," explained Klein, "but it's getting to be permanent. I've been right here for forty-two years, working for the Frisco. After a year I was promoted to inbound foreman and held this place twenty-eight years. Then in 1916 I became general foreman of both inbound and outbound sheds."

Klein is married and has five sons, all grown. He lives at 2716 Belt avenue, is 63 years old, and he can run 100 yards in 15 seconds. He did it last year at the company picnic. Two years ago he was given a handsome gold watch by his employes to mark

his forty years in the service. All in all, Klein isn't badly liked at all and presents a physique remarkable in a man of his years.

"There have been a good many encouraging comments on the 'Safety Or Sorrow' song," said Klein. "It was not ever intended as a money maker. It sold only for 10 cents a copy. But of the 3,000 copies I only have about 150 left. It was sung at company meetings and, I'm told, at similar meetings of other concerns. It has even been taken to some of the schools and taught to the children.

"The words are very simple, the music tuneful and free from jazz. A fellow wrote me sometime ago from New York. He called himself a song broker, I believe. Told me to send on a copy of my song and he would see if he couldn't get some large publishing houses interested.

"Well, I sent it on. Then came the reply. If I would send him \$60 he would make suggestions, telling me how I could write a sure-fire hit. But I was to stop the business of safety and write red-hot love songs. What? I should say I didn't send on that \$60. First of all I hate jazz and wouldn't lift a hand to rhyme dove and love. Second, I'm not kissing goodbye to as much money as that for a high-powered show-you-how-boy."

He began to hum the tune of his song as he looked over the sheet. He was encouraged, murmured he was no singer, but ran through the words of the chorus.

The two other bits he is working on and for which the music already has been written are "Grandpa's Song of Safety," and "Stop, Look and Listen."

"I suppose there are quite a few fellows who have made safety their hobby," Klein remarked. "But don't say it will not pay. Listen to this: In 1927 we had thirty-five accidents; in 1928 there were seventeen; in 1929 we had only five; and this year so far there have been none. Safety songs and safety slogans are as good a hobby as any I know. What do you think?"

## LAYING NEW RAIL

Section gangs on the Eastern division are at work laying rail on the Springfield sub, putting in 110-pound rail and releasing 90-pound rail.

It is anticipated that ten miles of 110-pound rail will be laid on the Springfield Sub this month.

All rail on the Eastern division between Springfield and St. Louis, will, on completion of the ten miles, be 100 and 110-pound with the exception of a small stretch within the Springfield Terminal.