

# LARGEST TRIPOLI PLANT AT SENECA, MO.

STORIES of many interesting and unusual industries on Frisco Lines have appeared in recent issues of *The Frisco Employees' Magazine*.

This time we write of the largest plant in the entire world producing the finished product known as Tripoli in commercially valuable quantities. This plant is located at Seneca, Mo., on Frisco Lines, and has been established since 1888.

The word Tripoli, to the average person, is a new one, but Tripoli is a substance used for polishing pastes and liquids, particularly for Duco and lacquer finish. It is also used as an auxiliary cleansing agent by laundries, because of the cleansing and brightening effects of the frictional action in the washing machines.

It is one of the Frisco's most valuable revenue plants, located on the main line, just eighty-seven miles west of Springfield, Mo. Figures tell the story of its importance. The freight revenue to Frisco Lines amounts to approximately \$100,000 a year, and products from this plant are exported to Great Britain, Germany, Japan and other foreign countries.

The Barnsdall Tripoli Company at Seneca is a subsidiary of Barnsdall Corporation, and the Tripoli itself, is an unusual physical form of silica, which, so far, has been found in commercially valuable quantities only in the immediate vicinity of Seneca, Newton County. A short history of the product is that it was discovered at Seneca in 1868; in 1871 its first commercial application was a polishing brick called "American Bath Brick" by the Monarch Tripoli Company; in 1885 the first grinding mill was built; in 1888 the American Tripoli Company was organized by T. T. Luscombe of Carthage, Mo.; in

## Barnsdall Corp. Subsidiary Produces Annual Frisco Revenue of \$100,000

1892 the American Tripoli Company was incorporated; in 1919 this company was purchased by Barnsdall Corporation and in 1931 the name was changed to Barnsdall Tripoli Company.

The Seneca deposits were discovered in 1868, two years after the location of the town and two years before the arrival of the old Atlantic & Pacific Railroad. Tripoli is a soft, friable, porous, double-refracting silica of the chalcedony variety. It exhibits the characteristic silica absorption, but due to its greater surface area, this is correspondingly more active than with the denser silicas. Its absorption of iron from descending surface water causes the variations in color in the deposits, from the lightest "cream" to a dark "rose." It also absorbs manganese, but where this has occurred, it is confined to the lower part of the deposits, which may indicate the manganese was not derived from the overlaying soil.

As to its various uses, the Barnsdall Company has named each product. One, the "Once Ground" grade is used entirely as an abrasive, largely in the manufacture of "Tripoli Composition" for which it is highly esteemed, both in this country and abroad. The fact that the particles break down as pressure is applied in the polishing operation, is of considerable importance.

Barnsdall Admix is used successfully as an admixture in concrete throughout the country east of the Rockies, as it greatly increases the

density of the concrete, making it waterproof; permits the use of less water in mixing, at the same time maintaining the desired workability and flow. Its use increases the early strength appreciably, as well as the strength at all ages thus far tested.

The double ground, cream colored Tripoli is used principally in the manufacture of the water-proofed dust. A peculiarity of this water-proofed dust is that it spreads out in a thin film over the surface of water, with a film of enough resistance to permit a sharp pencil from being wet by the water. It is also used, as well as the rose, in many of the milder polishing pastes and liquids, particularly for Duco and lacquer finish in general. It is also used as an auxiliary cleansing agent by dry cleaners and laundries, because of the cleansing and brightening effect of the frictional action in the washing machines.

The finest grade, Air Float, in both cream and rose, is used exclusively in the finest polishing paste and liquid preparations.

The property at Seneca consists of some 1,200 acres and, while operations have been continued during the past forty years, there is not noticed any appreciable depleted condition, and the deposits there, not as yet touched, are large and uniform.

A trip over the ground is of interest. This product is blasted from the ground with powder. After the blast has shaken it loose from its bed the rock is hand-sorted for color and quality and loaded in steel dump cars on a narrow gauge electric line; these are hauled from the quarries to the sheds where it is to be placed for drying. This crude stone contains

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# PREPARE FOR FALL BUSINESS INCREASE

**P**REPARED for an increase in business activities with the coming of fall is evidenced in the announcement on August 10 of the establishment of two new soliciting offices, the promotion of several traffic officers and the addition of personnel to its soliciting organization. The changes were announced by S. S. Butler, general traffic manager.

The two new outside agencies were established August 15 at Winston Salem, N. C., and Milwaukee, Wis. E. K. Yaeger, formerly the Frisco's traveling freight and passenger agent at Chicago, will be general agent at Milwaukee, and F. C. Ragsdale who held a similar position with the Frisco at Atlanta, Ga., will become general agent at Winston Salem.

Other promotions and changes include the appointment of W. L. Huggins, Jr., of St. Louis, to the position of assistant traffic manager for the system, in addition to his duties as director of publicity and editor of the *The Frisco Employees' Magazine*; J. G. Weaver, formerly division freight agent at Ft. Smith, promoted to the position of traffic manager at Oklahoma City for that district; C. O. McCain, formerly general agent at Springfield, Mo., to succeed Weaver at Ft. Smith as division freight and passenger agent; H. G. Snyder, former traffic manager at Oklahoma City to succeed McCain as general agent at Springfield; E. D. Chaudet of the Springfield soliciting force to become soliciting freight and passenger agent at Springfield; Wayne Young, traffic department clerk at Kansas City, to become soliciting freight and passenger agent at Kansas City; L. C. Hofman, soliciting freight and passenger agent at St. Louis, to become general agent at St. Louis; Joe Lyons, former chief clerk to general freight and passenger agent, to become soliciting freight agent at St. Louis; Frank P. Farrell, commercial agent at East St. Louis, Ill., to become general agent at that

## Traffic Dept. Strengthens Organization—Promotions Announced

point, and Clifford S. Underwood, traveling freight and passenger agent at Wichita, Kans., to become general agent at Wichita.

E. H. Wehking, a new man with Frisco Lines was also appointed soliciting freight and passenger agent out of St. Louis, and Chas. Walpole, soliciting freight and passenger agent was transferred from Detroit to Chi-



J. G. WEAVER



C. O. McCAIN

cago in the same capacity, with Frank Brown, a new man on Frisco Lines, appointed in the same capacity to the New York office.

Mr. Yeager entered the service of Frisco Lines on July 12, 1921, as soliciting freight agent at Chicago. He also served as commercial agent, traveling freight agent, and traveling freight and passenger agent. His appointment as general agent of the Milwaukee agency was effective August 1. The Frisco's new offices will be located at 701 Warner building.

Mr. Ragsdale, who will serve as the general agent at Winston Salem began his service on July 15, 1929, as traveling freight and passenger agent out of the Atlanta, Ga., office. He has served in that capacity until his appointment quoted above, which was effective August 1.

J. G. Weaver has been with Frisco

Lines since December 1, 1909, his first position being that of chief clerk to the division freight agent at Ft. Smith. On July 1, 1921, he was made traveling freight agent out of the Atlanta offices; on September 1, 1923, division freight agent at Jacksonville, Fla., returning to Ft. Smith as division freight agent on March 16, 1924. He was made division freight and passenger Agent on October 16, 1928, in which capacity he served until his recent appointment at Oklahoma City, which was effective August 1.

C. O. McCain, former general agent at Springfield, began his service with Frisco Lines as a station helper in 1901. He was made night operator at St. Louis on April 12, 1902, and worked at various stations on the Eastern division until the latter part of 1902 when he took the agency at Sullivan, Mo. He was transferred to Newburg in 1905, then to Marshfield where he remained for three years. He was stationed at Lebanon for thirteen years and in 1923 was transferred to Paris, Texas, as joint agent for the Frisco and Santa Fe. On December

1, 1925, he was transferred to Fort Scott, Kans., as general agent and in that capacity to the Springfield office on January 1, 1929. His new appointment was effective August 1.

L. C. Hofman, newly appointed general agent at St. Louis, has been with Frisco Lines since January, 1911. On November 1, 1913, he came to the freight traffic department as bookkeeper. He also served as distribution clerk, but resigned on August 15, 1918, to become associated with the U. S. Shipping Board at Cincinnati, Ohio. He returned in February, 1919, as quotation clerk and was later assigned to the positions of clerk, tariff compiling clerk, law clerk and on July 16, 1920, took a position on the General Increase Labor Decision Board. He also served as assistant head clerk from May 1, 1921, to July

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### III Health Forces Retirement of H. W. Hudgen

**H**ARRY W. HUDGEN, general claim agent and director of accident prevention for Frisco Lines, resigned from service August 1, on advice of physicians. Mr. Hudgen has been in failing health for several months, and his resignation was accepted by the company when physicians ordered him to take a complete rest. He is afflicted with heart trouble.

E. M. Carr, assistant general claim agent, succeeded Mr. Hudgen to the position of general claim agent, and C. H. Baltzell, special representative of the general manager, took over the duties of director of accident prevention.

Widely known to railroad men in the southwest (he lacked slightly more than a year of being eligible for pension under the twenty years' service rule), Mr. Hudgen made an enviable record in his accident prevention work.

The present accident prevention department was established under his supervision in 1926 and the record, which has been made, shows an enormous decline in both fatalities and injuries to Frisco workers.

The department did not publish a separate set of safety rules. From an accident prevention standpoint every rule in the standard book of the transportation and maintenance of way departments were safety rules. The basis on which Mr. Hudgen worked was that no further rules were needed, but a better enforcement of those already in force.

It was formerly the practice to organize safety committees among the rank and file of employees, but two years ago this method was discontinued and accident prevention meetings on each division and terminal, and in each principal shop have been held once every thirty days, with the supervisors only. To date the general meetings have far surpassed the work of the safety committees, and the results obtained led Mr. Hudgen to believe that the change was for the best.

Some of the reasons which led to this course of action were that the department had arrived at a point where 95 per cent of personal injuries to employees were from unsafe practices and 5 per cent due to unsafe physical conditions. Almost all of the reports turned in by safety



committees were about unsafe physical conditions which might produce a personal injury, but as a matter of fact, and according to the department's own statistics, did not produce a personal injury and very seldom would a safety committee report an unsafe practice.

It appeared therefore that the department was spending one hundred per cent of the

time of its men in trying to correct that which was causing only 5 per cent of the trouble. It was impossible to exercise discipline and corrective measures as long as the rank and file of employees were used as safety committees. And since the safety work is handled by supervisors only, the department, through these supervisors, was able to use discipline where it was necessary.

Pride in reducing the number of injuries and fatalities from all causes has been pronounced. In 1927 President J. M. Kurn placed two cups in competition between the divisional transportation and mechanical departments. These huge silver loving cups have been awarded quarterly since, to the department having the least number of accidents per 1,000 man hours worked. It is a matter of grave concern to the employees of a division, when, through some slight accident they must necessarily forfeit the cup to another division. The cups have been in circulation, going to the department making the best record since 1927, four times a year.

Mr. Hudgen's previous service, before becoming the head of this department, fitted him well for such work. He began his railroad service as a fireman in 1903 out of Ft. Scott, Kans. In 1905 he took a position in the claim department at Monett, under Geo. Edgar, district claim agent. He worked on various parts of the system until 1909, when he accepted the position of general claim agent for the Oklahoma City Street Railway Company, where he remained until 1913. He re-entered Frisco service as a claim agent at Ft. Worth in 1913 and remained in that position until he was transferred in 1918 to St. Louis as claim agent, under claims attorney W. B. Spaulding. On February 1, 1920, he succeeded Mr. Spaulding with the title of general claim agent.

The safety work was formerly han-

### McWILLIAMS WINS DEBATE

B. R. McWilliams, operator-clerk in the office of the traffic manager, Memphis, attained considerable distinction recently in the annual debate between the first and second year classes of the Memphis University Law School, held June 19 at the Goodwyn Institute, preceding graduation exercises there. With two other members of the first year class, he supported the negative side of the subject, "Resolved, That Capital Punishment Should Be Abolished," and won.

He first entered Law School in Memphis in September, 1929; however, changes of position and other interruptions of attendance leave him with two more years before graduation there. He has been with Frisco Lines continuously since 1914, except for twenty-two months spent in France with Col. F. G. Jonah and the Twelfth Engineers. Mr. McWilliams is an ardent booster of Frisco Lines and is taking the course in law with a view of fitting himself to serve the company more efficiently.

He is a member of the Presbyterian Church, civic organizations, a national legal fraternity, Delta Theta Phi, and is a Shriner.

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ded by G. L. Ball, now superintendent of insurance for Frisco Lines, and in 1926 the safety work was turned over to Mr. Hudgen, and he was given the additional title of director of accident prevention.

Upon Mr. Hudgen's retirement, C. H. Baltzell, formerly special representative of the general manager was appointed to Mr. Hudgen's place. During Mr. Baltzell's long service with the Frisco, he has been actively identified with this department's work. He was present at the first general safety meeting ever held in the United States, at the old Opera House at Mountain Grove, Mo., under the direction of W. B. Spaulding. Two years later another general safety meeting was held at the convention hall at Kansas City, where more than 10,000 people attended, and the Frisco was prominently identified with the gathering. Mr. Baltzell was a delegate from the Frisco Railroad to the National Safety Council's meetings for five years.

Passing into such capable hands, it is felt that the splendid record of this department will continue, the interest of the employees in the work of preventing accidents will grow more intense, and each future year's record will be an improvement over the last.

# NEWS of the FRISCO CLUBS

## St. Louis, Mo.

The Frisco Men and Girls' Clubs of the St. Louis general offices combined August 9 and journeyed to Pevely Dairy Farm, near St. Louis, for one of the most all-around successful picnics of the summer. About seven hundred attended.

Eleven o'clock found most of the crowd assembled at the scene of the outing, a large number having gone out on trains 65 and 3 and others having driven out. The greater part of the morning was spent in visiting and making use of various recreational facilities. Playground equipment was provided for the children and a genial refreshment committee, comprised of Arthur Stoehr, Paul Buesse, John Culver and Harry Wigge, served generous portions of ice cream, butter and sweet milk, sandwiches, etc. In addition to this were three 50-gallon coolers, one filled with ice water, and the children shouted their delight upon turning the faucets of the other two and finding them filled with ice cold orangeade.

Shortly before noon a baseball game between married and single men got under way. The married men's team led in the early innings but the single men's team took a spurt toward the close of the contest and won by a score of 22 to 16. Following the game, the family groups repaired to long tables under shade trees to open baskets of picnic delicacies.

In the afternoon a series of athletic contests opened with a race for girls under six. Jane Comfort, Joan Stites, Patsy Manion and Virginia Doerr took first, second, third and fourth places, respectively, and each was given a large doll. A race for girls, seven and eight years of age, followed. Katherine Brogan was first in that event; Betty Kenny was second and Celeste Walsh third. A dash for girls nine and ten years old was won by Bernice Wigge. LaVerne Neidringhaus was second and Loretta Artmann was third. Mary Jane Fernandt was first in the running event for girls eleven and twelve, and Ruth Stoecker was second. The race for girls, twelve to fourteen, was won by Bobby O'Brien with Lyla Gaab taking second place. All were given worthwhile prizes.

In a dash for boys under six, Leroy Strauss took first and Jean Hauck

second. Third place went to Billy Horsford. Sidewalk scooters were given to those taking the first two places and a pen and pencil set for third place. Because of the large number of entries, it was necessary to run two races for boys seven and eight. In the first Ralph Hart won and Vincent Brogan was second. Norman Strauss was first in the second section of the event and Orville Hagan took second. The dash for boys eight to ten was won by Robert Motzel. Willard Gray and Robert Brown took second and third places, respectively. Harvey Kendrick took first in the race for boys, twelve to fourteen, and Hugh Finnerty was second. Tom Bedford was third. John Burns won the men's race and Elmer Lollinger was second.

A spoon and egg race for single women and a clothes pin race for married women attracted a great deal of attention. Miss Helen Knight took first in the spoon and egg event and Miss Eleanor Brogan was second. The clothes pin race was won by Mrs. K. Quinn. Mrs. Lois Menner was second.

A great many tried their skill at guessing the number of beans in a jar. First prize in that event went to Miss A. Spencer and second to Mrs. Adele Heilman of the treasurer's department. Walter Rodenroth, son of W. G. Rodenroth of the passenger traffic department, had high score in pinochle and Harry Maenner was second. Hank Laux was third. The winning team in the horseshoe tournament was comprised of J. Seidel and George Lesyna. Exceptionally valuable prizes were given in all contests.

Throughout the afternoon a Narco game, conducted by Mrs. Heilman, Miss Ella Ecklekamp of the treasurer's department, and Mrs. Louise Gibson, president of the Frisco Girls' Club, drew a large crowd. The game was featured by a large number of excellent prizes — blankets, bedspreads, reading lamps, mirrors, etc.

Late in the afternoon a large portion of those in attendance assembled around the pavilion for the prize fox trot and prize waltz. Mr. and Mrs. Al Bluth won the fox trot prize and Mr. and Mrs. J. G. Lesyna were selected as first in the waltz. Judges for these contests were Miss Wilsie

B. Cawthon, of the correspondent's bureau; Miss Betty Basman of the machine bureau; Bill Berkley of the accounting department, and W. L. Huggins, Jr., assistant traffic manager. Bob Anslyn's Frisco orchestra furnished music for the contests as well as for dancing the greater part of the afternoon.

The last event on the program was the distribution of attendance prizes. Here again, the prizes were exceedingly worthwhile. Among the awards given were electric irons, percolators, rugs, sport equipment, toys, vases, pen and pencil sets, clothes brushes, hams and smoking sets.

A check on the supplies made by the refreshment committee at the close of the day revealed that the crowd consumed 150 gallons of ice cream, 250 gallons of orangeade, and about 160 gallons of milk.

The committee in charge of arrangements include the following: Harry Wigge, Mike Lollinger, Ralph McBride, Ed Gatzert, Bob Tchamper, Arthur Stoehr, Paul Buesse, John Culver, Joe Lyons, Mrs. Louise Gibson, Miss Ella Ecklekamp, Mrs. Adele Heilman, Marion Witte, Howard Lawson and Bill Berkley. Among the officials in attendance were W. S. Merchant, assistant general traffic manager; W. L. Huggins, Jr., assistant traffic manager, and F. J. Lawler, assistant general freight and passenger agent.

## Madill, Okla.

The annual picnic of the Frisco Employees' Club of Madill, Okla., held in the city park there July 16, was marked by an exceptionally enjoyable program of speeches, readings and musical numbers. The attendance totaled approximately 500 persons and included a large number of employes and friends of Frisco Lines from other towns as well as Madill and its immediate vicinity.

Ruel W. Little, local attorney for Frisco Lines, made the opening address following several selections by Hadwin's orchestra. Mr. Little pointed out that the picnic had as its purpose to bring Frisco Lines, its employes and the public into closer relationship. John Landrum, a local insurance representative, was the second speaker. He dealt with the Frisco's support of schools with taxes and urged that the community should

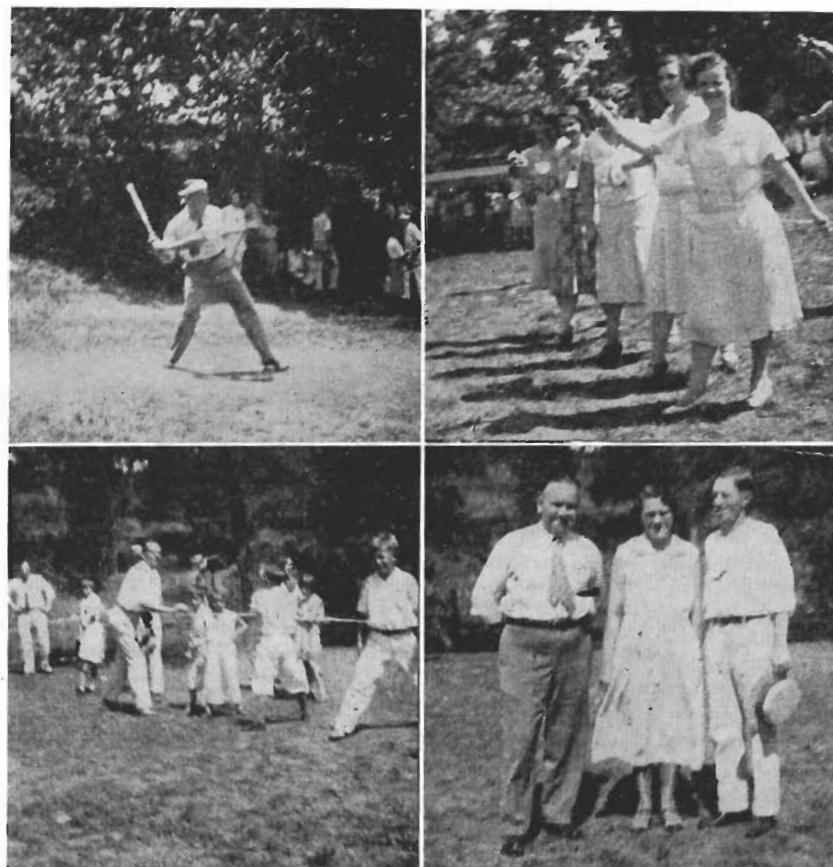
give its support to a concern that contributes so large an amount toward its institutions. At the close of this talk, the orchestra played several numbers and Miss Wilma Nowlin, daughter of O. F. Nowlin, Frisco agent, gave an entertaining reading.

O. H. Reid, general agent, Tulsa, Okla., held the undivided attention of the gathering with a talk in which he related in an absorbing manner the encroachment of unregulated competition upon the field of rail carriers. George L. Sneed, county judge, was the next speaker. He told of the service the railroads had given as pioneers and urged the public to give them their patronage. Following Judge Sneed, O. E. Shaw, newly elected superintendent of schools at Madill, made a particularly impressive talk in which he brought out the importance of Frisco's taxes in maintaining adequate schools in Madill. His talk was followed by a reading by Miss Lucille Smith, daughter of H. E. Smith, president of the club. The closing address was made by the Rev. Mrs. Julia Standridge, pastor of the Nazarene Church at Madill.

Music throughout the evening was furnished by the Madill High School Band, which consists of thirty pieces. A surprise entertainment feature on the program was a group of numbers by Gene Autry, Frisco telegrapher of Ravia, Okla., who is widely known for his vocal and guitar selections, which have been recorded by some of the leading phonograph companies. Besides the baskets laden with picnic delicacies, which were brought to this outing, the club served fifty pounds of fish, freshly taken from local streams.

### *Girls' Club, St. Louis, Mo.*

Approximately 100 members of the St. Louis Girls' Club attended the July luncheon, held July 30 at the Hotel Jefferson. Guests of the official family included, Messrs. F. H. Hamilton, S. S. Butler and B. H. Stanage.



The photographs above were taken at the picnic of the Frisco Employees' Clubs of the St. Louis general offices, held at Pevely Dairy Farm, August 9. In the photograph at the upper left, Ed Gatzert, a participant in the ball game between married and single men, prepares to take a mighty swing at the ball. The group in the top picture, at right, are about to start in the clothes pin race for married women. Below, at left, C. G. Lamont starts a group of youngsters in a foot race. Below, at right, are the presidents of the three St. Louis clubs. Reading from left to right, they are: John Daniels of the Terminal Club; Mrs. Louise Gibson of the Girls' Club, and Joe Lyons of the Men's Club.

Bob Anslyn and his orchestra furnished popular selections during the meal, and are always a welcome addition to the luncheon programs.

Following the luncheon, Mrs. Louise Gibson, president, introduced Francis and Dan Nachtmann, sons of F. X. Nachtmann, mining engineer for Frisco Lines, who gave a piano duet. The Rolling Stones, radio entertainers, furnished a group of novelty numbers which were well received.

B. H. Stanage, traffic manager, gave the principal address, explaining the reasons for the necessity of the fif-

teen per cent increase in freight rates. Mr. Stanage, with important figures at his finger tips, on losses sustained by the railroad, made a most forcible talk and clearly emphasized the need for increased earnings.

The new entertainment committee was introduced. It consists of Misses Hilda Melchoir, Genevieve Vilsick and Viola Jakie, and the old committee meeting adjourned at 2:00 o'clock.

### *North End Beaumont Sub*

A large number of members of the Frisco Employees' Club of the North End Beaumont Sub assembled at Island Park, Winfield, Kan., with their families and friends, on July 26, for a day of picnicking and general good time. Invitations to their affair were extended to all employees' from Enid and north.

No definite program was arranged, as the purpose of the outing was to promote closer relationship among the members of this club, who reside in the various towns on the sub division; however, Mr. Gaffney, mayor of Winfield, visited the park in the afternoon and made a brief address of welcome, urging all to avail themselves of the

recreational facilities provided in the park and inviting them to hold outings there. A feature of the day was the large amount of delicious food which was served from baskets about noon. Following the meal, the crowd scattered about the park to enjoy boating, swimming, and other diversions, while the children made use of swings and other playground equipment. A great many of those in attendance expressed the view that the picnic should be made an annual affair for the club.