

Transport Prophecies of the Past

CRISES are nothing new in the history of American railroads. Since their early days there has recurred basically the same problem of meeting rising costs of operation, higher wages, heavier taxes, with revenues derived from declining rates. In times past the answer has been found in increasing volume, as the United States and its business grew. In this present time, that answer seems to be denied the railroads, under a governmental policy of encouragement to all those forms of competing transportation which, by reason of public subsidy, are enabled to divert business from the railroads.

Upon a basis of volume business, American railroads provide the best and cheapest land transport in the world, all elements and costs considered. During the century in which this miracle of transportation has transformed a wilderness continent into a nation, there was hardly a time when there have not been those who felt that railroads had about reached their final perfection, and those others already engaged in preaching funeral sermons in anticipation of the coming demise of the rail system as a whole, or of some supposedly vital part, such as the steam locomotive.

Of course no particular form of locomotive or car is vital to the railroads. There were railways when the only motive power known was the muscle of men or animals, or the pressure of the moving winds. In a fundamental way these primitive railroads accomplished the same result as the most modern roadbed in that they made it possible to move goods with less power than would have been required on the common roads of that day.

The essential thing, then and now, is the road of rails. When rails were adopted there was no other way to make a smooth road. Other surfaces have been developed but the road of rails remains unique in its power to guide the wheels of long trains of burden-bearing vehicles pulled, with the minimum expenditure of energy, by a unit of motive power. The rail-guided train is the essential of railroading which, in spite of present efforts to handle truck-trailer trains on the public highways, can truly be duplicated nowhere but on the road of rails.

This fundamental fact, which seems to be pretty generally overlooked by

those prophets of transportation who foresee the disappearance of the road of rails from the American scene, means that regardless of changes which may come in motive power or in cars, the burdens of this continent will be borne in major part along parallel rails of steel.

Granting that the road of rails will remain, the experience of the past hundred years has shown that he who ventures upon confident prophecy, whether of achievement or failure, is indeed rash. The one prophecy which may be made safely is that there will be change.

In 1838 Mr. Matthias Baldwin announced that his first-class engine,

EDITOR'S NOTE

The article appearing on this page entitled "Transport Prophecies of the Past" was written and presented before the American Railway Magazine Editors Association's Convention in Cleveland, October 2, by R. S. Henry, and was the high spot on the program.

The article is quoted in the Frisco Magazine through the courtesy of Mr. Henry, and will be of great interest to all rail employes.

Mr. Henry is the author of the book "Trains" recently published by the Bobbs-Merrill Company, publishers, of Indianapolis. This book is one of the most interesting ever published. He is a recognized historian, and also the author of "The Story of the Confederacy".

His title is Regional Research Director, Association of Railway Executives, at Nashville, Tenn., and appreciation is hereby acknowledged to him for permission to publish the address.

which had cylinders 12½ x 16 inches, and which weighed 26,000 pounds, was as heavy as would be called for, and as large as he intended to build. Mr. Baldwin certainly could not be accused of lack of vision or lack of imagination. In the 7 years before he decided that the American locomotive had reached its full growth he had pioneered in many fields of design and construction. Just 4 years before he had built a 17,000 pound locomotive which hauled 19 loaded "burden cars" on the Main Line of Public Works of the State of Pennsylvania with such success that the Legislature decided to give up horse power and adopt steam. He had perfected a type of joint for steam pipes which enabled him to carry 120 pounds of pressure at a time when the famed

By Robert S. Henry

builders of England were still making locomotives with joints of canvas and red lead, permitting a steam pressure of not more than 60 pounds. He had already begun experimenting with a coal burning engine, and with chilled wheels, to replace the wrought iron wheels which, in turn, had replaced the original combination of wood and iron wheels.

Mr. Baldwin, as I say, was in no wise lacking in insight or imagination and yet in 1838 it appeared to him that the United States would never need a locomotive larger than his 26,000 pound model. The history of the Baldwin Locomotive Works shows to what extent Mr. Baldwin changed his mind. The history of America shows how much the big engine, with its concentration of great power under the hands of one man at the head of one long train, has meant in mass transportation, with its reduction of the actual cost of moving people and things quickly and surely through the great spaces of this continent.

Yet there was never a time in that history when there were not those who felt that the railroad had achieved its utmost, that in today's language of sports it was "through".

Fifty years ago, in 1883, a National Exposition of Railway Appliances was held at Chicago in the Interstate Exposition Buildings fronting on Lake Michigan, with an area of 11 acres. Note two items in the contemporary description of the Exposition—"A huge locomotive made for the steep grade work on the Southern Pacific was the object of general admiration. The engine weighs 60 tons, is 60 feet long, and has two sets of cylinders and steam-chests." A rival in this general admiration was "the cars of the electric railway, the baby-rival of steam, and perhaps destined to supplant it in the future", which ran around the main gallery every day and hour.

Magazine editors will be impressed by the fact that E. H. Talbott, Editor of the Railway Age, was presented with a twenty thousand dollar private car for his part in the success of the Exposition. In order that their envy may be complete, let them hear what

sort of a car was given to railway editors 50 years ago:

"His car is simply designed to exhibit a model railway coach. It is a perfect beauty from wheels to deck-lights. The parlor is finished in solid mahogany. The larger pieces of the silver service are engraved with representations of old historical locomotives and cars. In a mahogany case are working models of the Westinghouse brakes, so arranged as to show every movement of the engineer in handling them, and being, in addition, actually connected with the brakes of the whole train, so that an occupant of the car can stop at pleasure. There are also an observation room, bedrooms, kitchen and pantry. The chief rooms are finished with the richest woods, native and foreign, in their natural colors, and furnished with mirrors, carpets and upholstery in keeping with the other feature of the carriage."

Mr. Talbot's car cost just as much as "the elegant private car of President Vanderbilt", in which "he often travels a hundred miles in a hundred minutes; the mere conception of such speed almost takes away one's breath", but President Vanderbilt's car was equipped with the novelty of electric call bells.

"Traveling at the present time is a very luxurious thing," wrote Lieutenant Bradley A. Fiske, afterward Rear Admiral of the United States Navy. "But what will it be when we can sit at an open window and glide along at the rate of sixty miles an hour without fear of smoke or cinders; when electric bells are at hand leading to the inaccessible retreats where porters now secrete themselves safe from discovery; when we can start from our homes to take a car for Boston, as we now start to take an elevated train, knowing that if we miss one car, another will soon be at hand; when electric incandescent lamps, which cannot, in case of accident, scatter burning oil in all directions, shall fill the car with a mild and steady light; when dispatches can be received on board a train in motion as well as at an office; when the cars shall be heated and meals prepared by electric stoves, which cannot, in case of accident, set fire to the car—all the electricity needed for these and numberless other purposes being derived from the same convenient source—the conductor carrying the current which furnishes the propelling power?"

Lieutenant Fiske, like many others, was looking forward to an early day when electric locomotives would furnish the power for American trains—but his mention of open windows shows that he had no pre-vision of air-conditioning. Nor, as his mention of fire in case of accident indicates, did he foresee the all-metal coach.

"It really looks as if the hour of doom had struck for steam," wrote W. S. Kennedy in his book on the "Wonders and Curiosities of the Railway", published in the summer of 1884.

"Various companies have been formed in the United States for the introduction of electric motors upon horse railroads and elevated

railroads. A company has also been formed for the introduction of electro-motors on tram-ways. On September 6, 1883, an ordinary horse-car was propelled by the Faure-Sellon-Vockmar accumulators of the French company for a distance of 30 miles through the principal thoroughfares of Paris, and during the trial of 6 hours no accident occurred through the frightening of horses. . . . For elevated city railways they have the advantage of being free from smoke and cinders. If run upon longer railroads, the fact that each car contains its own motor would, perhaps, make the use of single passenger cars advisable, so that our trunk lines and local lines would resemble street-car roads; in such event the results of collision, as has been suggested, would not be so disastrous as at present, and the wear and tear of rails would be less."

Mr. Kennedy felt "tolerably certain" that man would "harness the lightning to the street cars".

"It seems probable, too," he adds, "that the discovery of so delicate and conveniently generated a motive power will have the effect of stimulating the invention of aeronautical vehicles. . . . In short, it looks as though electricity were to be the supplanter of steam as a motor, at least for many kinds of work. . . . It would not be at all surprising if people now living should see the day when trains of flying cars propelled by electricity shall fly between New York and London, between London and Yokohama, and between Yokohama and New York via San Francisco, and when air lines in the strict sense of the word shall be established in ten thousand directions over the surface of every country on the globe. The first electric airship has already mounted into the atmosphere. On October 8, 1883, Gaston Tissander and his brother made an ascension from Paris in their electric car. The balloon was ellipsoidal in shape, the car made of stout pieces of bamboo lashed together and furnished with a propeller, rudder, batteries, etc. The aeronauts say that they foresee the possibility of directing their course at will by means of their rudder, operated by electric power.

"In the meantime, pending his more perfect installations as a navigator of the air, the proud genie of the clouds has been performing some very useful and humble labor upon a number of electrical railways in Europe and America."

Mr. Kennedy mentions the invention of Professor Werner Siemens, of Berlin, who would be known "as the father of the electric railway system, if there should ever be such a system"; and also the experiments of Thomas A. Edison, who was operating an electric railway 2½ miles long from a point on the Pennsylvania Railroad to Metuchen, on which an electric locomotive drew a passenger car containing 40 people at the rate of 29 miles an hour.

From Mr. Kennedy's description, in fact, it looks as if Mr. Edison's device was at least a first cousin to perpetual motion.

"Since the dynamo-electrical machine is an absorber as well as a

developer of electricity, the plan of Edison contemplates the establishment of stations at intervals of ten miles, where dynamo-electrical machines may be placed, to communicate their stored-up energy to the rails, and thence to the apparatus in the locomotive."

Mr. Leo Daft had an even more remarkable experimental locomotive in service on the Saratoga, McGregor and Lake George Railroad, according to Mr. Kennedy's book. The Daft locomotive, named the "Ampere", made its trial run in the fall of 1883.

"This was the first utilization of an electric locomotive in the drawing of ordinary passenger coaches for practical and public purposes. The experiment was a complete success—the little engine moving off easily with its load of seventy passengers, amid the loud cheers of the crowd, whose skepticism as to the abilities of the motor was completely removed. The recently formed Massachusetts Electric Power Company has also successfully tried a Daft electric locomotive upon a railroad near Boston, and proposes to introduce the power upon an extensive scale. . . . The Daft motors have attained a speed of 70 miles an hour, and have ascended grades of 2,000 feet to the mile. . . . One of the curious things discovered by Mr. Daft is that the electric current itself exerts a tractive or adhesive power, making the wheels bite the rail more firmly. But a more wonderful thing still is the way in which the adhesive power of the wheel is increased by electro-magnets. . . . exert a tremendous pull downward upon the rail, and thus bind it and the wheels more closely together, so that the adhesive power of a ten-ton electric locomotive is greater than that of a forty-ton steam locomotive, and most of the wear and tear is avoided."

Mr. Kennedy's reactions to the dawning developments of electric traction show, at least, that the skepticism of things new which had hampered the early days of steam traction was entirely evaporated by the middle '80's.

Joseph Whitehead, who had been fireman of the Stockton & Darlington on Stephenson's Locomotive No. 1 "in the days when a strong headwind used to bring the locomotives to a stop", was still living, as was Peter Cooper, who had built the Baltimore & Ohio's Tom Thumb, and Horatio Allen, who had persuaded the directors of the South Carolina R. R. to build their line without the customary path between the rails for the equine motive power. These patri-archs had seen great marvels not only in the United States but throughout the world. In fact, by 1884, it was believed that "railway travel has apparently reached perfection as far as respects luxurious appointments and furnishings". It must be confessed that the description of the saloon cars on the great line between Saint Petersburg and Moscow somewhat bears out the belief. The cars were two stories high, with a winding stair-

case to reach the sleeping saloon in the second story, whose windows afforded a fine view of the country. The first floor had elaborately furnished drawing rooms and private compartments, with easy chairs, sofas and divans. There were double windows, closely fitting doors, handsome toilet rooms, portable card tables, games and books. The cars were steam heated from a heater at one end, yet they lacked the vestibules so familiar to us now, and they were lighted by wax candles.

"The height of luxury in travel has been reached by royalty in Europe and nabobism in America," wrote Mr. Kennedy. This had gone to the extent of bathing cars on some few lines in America, with "alcoves furnished with bath tubs and suitable appurtenances". It was said that when the Queen of England traveled from Windsor to Balmoral she "traverses the length of England in a single night, reposing in a royal car".

Napoleon the Third, Emperor of the French, went about in a "suite of traveling apartments consisting of nine railway coaches, communicating with each other by tastefully decorated bridges". Note again the absence of vestibules even on the imperial train. However, along with clocks, chandeliers, a thermometer and barometer, the train had telegraphic apparatus for communication with the several apartments.

In spite of his enthusiasm over the splendor of royal trains, Mr. Kennedy noted that "For a high rate of speed over long distances the New York and Chicago Limited beats the world. It whirls over the 913 miles that separate the two cities in twenty-five hours."

At this half-way point in railroad history the movement for standardization was just well under way. Standard time had been adopted by the railroads in the fall of 1883. Before then, 53 different times had been in use on various American railroads. Between Boston and Washington 6 different times were used. The 14 railroads at St. Louis used 6 different times. Within 6 months after the railroads put in W. F. Allen's new "Hour System" on November 18, 1883, 78 large cities followed suit.

Standard gauge was emerging from the confusion. The Atlantic & Great Western had just changed to standard. It was anticipated that the Erie, the Ohio & Mississippi, and the Grand Trunk would soon follow suit. It was not mentioned, but in fact the lines south of the Potomac and the Ohio Rivers were to follow suit within 2 years. In Europe a through train between St. Petersburg and Paris had

recently been fitted with adjustable wheels suited for any gauge.

The manual block was still the best safety system, the automatic not yet having been fully developed. In America the most common signal was a "pivoted disc on a high pole, with one face painted red and the other white". In Great Britain the semaphore was in more general use. A signal marvel was the 70-lever interlocking station at Cannon Street in London. The number of trains handled by these primitive signal systems is hard to realize. At Clapham Junction, in London, 1,600 trains a day passed.

Electric car lighting had been tried by the Pullman Company on the London-Brighton line in England on October 14, 1881. "The 12 little incandescent lamps employed gave out a fine, mild, equable white light", it was reported. In the underground railroads of London, which ran through a tunnel under the Thames, the cars were "lighted" by painting one half of the interior with phosphorescent paint, by whose ghastly glow passengers could read the faces of their watches.

Smile if you will at some of these primitive-seeming devices and developments, but there can be no discount of the achievement of the railroads of that time in the conquest of nature. British engineers had already carried the rails over the road traveled by Cortez and Maximilian,

whereon the passenger who breakfasts at sea level may lunch at an elevation of 8,200 feet. Henry Meiggs, that indomitable American, had already built the Callao, Lima & Oroya Railroad across the Peruvian Andes, with its summit tunnel at 15,645 feet, only 136 feet lower than the peak of Mont Blanc. No man has yet built higher.

And the nature which they conquered would seem to have been more raw than this Twentieth Century nature. They had weather then that was weather. The first train of the Northern Pacific to cross the Missouri River did so on February 12, 1879, on a track laid on ice 3 feet thick. Over this ice bridge was hauled the material for the western extension of the line. In the summer of 1880 at the curiously misnamed town of Monotony, on the Kansas Pacific, a thunderstorm and waterspout washed away 6,000 feet of track, put the prairie under 8 feet of water, and engulfed an entire freight train, of which no trace was ever found. It was on this same railroad that a sail car with a mast 11 feet high, carrying a triangular sail with two booms, was said to have made a speed of 40 miles an hour, with the wind right abeam and the sail close hauled. The skeptical may see a picture of the car in the Scientific American. On the Union Pacific in 1875, at Potter Station, a train of Pullman cars was caught in a hail storm and so bombarded by chunks of ice 3 or 4 inches in diameter as to give the woodwork on the south side of the train the appearance of having been "ploughed". The double windows of French plate were broken, the curtains torn in shreds, the wooden shutters broken (who remembers wooden shutters in cars now?), while the lady passengers fainted or had spasms, according to temperament.

Of one thing we may be sure: the people of 50 years ago did not take their railroads for granted. They were still close enough to a day when transportation was painfully slow and impossibly expensive, to have some realizing sense of what the railroad meant. The science and the art of transportation by rail was not yet developed to the point of today's daily miracle of organization whereby a hundred thousand or more cars are loaded with freight on tens of thousands of sidings, assembled by switch engines into yards and made up into long trains to be pulled across the country to destination, there to be

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MRS. J. M. KURN DIES

Sincere sympathy is extended to J. M. Kurn, Trustee of the St. Louis-San Francisco Railway Company, and to relatives, by the family of Frisco employes throughout the system, in the loss of his wife on October 25. Mrs. Kurn died at her home, 5044 Westminister Place, St. Louis, at 5:35 p. m., after an illness of a year's duration. She was 57 years of age.

Mrs. Kurn was born at Canandaigua, N. Y., and was Miss Gracia Irene McMillan before her marriage. She and Mr. Kurn moved to St. Louis in 1918. She was a lover of the outdoors, an enthusiastic golfer, and spent a great deal of time at their Pensacola, Fla., home where she enjoyed the deep sea fishing.

Surviving are her husband and a sister, Mrs. Ida M. Hadsell.

Funeral services were conducted from the Second Presbyterian Church at 3:00 p. m., October 27.

67% of Rail Mileage Now Operating at a Loss

THE need for additional revenues to meet rapidly rising costs of operation was urged by Dr. Julius H. Parmelee, Director, Bureau of Railway Economics, who appeared as the first witness at the hearings before the Interstate Commerce Commission on the rail carriers' petition for increases in certain freight rates.

Tracing the course of railroad traffic and earnings throughout the last five years the witness said that in the first seven months of 1934 deficits were incurred by companies operating more than two-thirds of the total railway mileage of the country.

"In 1929," Dr. Parmelee testified, "railway companies operating 4 per cent of our total railway mileage incurred deficits. The proportion of total railway mileage operated by carriers incurring deficits increased to 16 per cent in 1930; increased again to 42 per cent in 1931; and rose still further to 68 per cent in 1932. There was then a decline to 58 per cent in 1933, but in the period from January 1 to August 1 this year, this percentage has risen again until now 67.4 per cent of the railway mileage of the country is being operated by companies which have incurred a deficit so far this year.

"Companies operating at a net loss in 1933 reported an aggregate deficit of almost \$153,000,000. This represents the extent to which considerably more than half the railway mileage last year operated in the red. The corresponding aggregate deficit of companies operating at a loss in the first seven months of 1934 is approximately \$99,000,000.

26 Roads in Hands of Receivers

"As of August 1, 1934," continued Dr. Parmelee, "twenty-six Class I railroads operating a total of 40,565 miles of line were in the hands of receivers or trustees in bankruptcy. Twenty-two of these 26 companies, operating 37,910 miles of line, went into receivership or trusteeship during the years 1930, 1931, 1932, or 1933. Twelve companies with 20,149 miles of line were placed in the hands of receivers or trustees in the year 1933 alone.

"In addition to the serious situation reflected in the foregoing figures, study of recent results in the net income factors brings out the fact that whereas net income generally increased over the preceding year, from

May, 1933, to April, 1934, the reverse is now true. Net income, which had shown substantial percentages of increase over the previous year in every month from May, 1933, with but a single exception, declined 23 per cent in May, 1934, and dropped 73 per cent in June, 1934, below the levels of the previous year, while net income of \$30,000,000 in July, 1933, was replaced by a deficit of \$7,000,000 in July, 1934.

Traffic Continuing Decline

"Judging from the most recent figures which show continuing declines in freight traffic during August and the first three weeks of September, 1934, the downward sweep of the curves of traffic revenues, and net earnings has not been checked. This may be more clearly visualized if I call attention to the fact that in every one of the first 26 weeks of the year, to June 30, an increase in carloadings was reported, averaging 15.4 per cent for the period; while in every one of the 12 weeks since July 1 a decrease in carloadings has been just as regularly reported, averaging 4.4 per cent for the period.

"In addition to the downward trend of railroad traffic and gross earnings from the present low levels, the carriers find themselves confronted with immediate and substantial increases in their operating expenses which will tend to reduce even further the level of net earnings.

"After protracted negotiations early in 1934, agreement was reached between the carriers and their employes to restore gradually the 10 per cent deduction in railway wages which had been effective since February 1, 1932. One-fourth of the deduction was restored on July 1 this year; a second one-fourth is to be restored on January 1, 1935, and the remaining one-half of the deduction is to be restored on April 1, 1935. The complete restoration of the wage deduction, on the basis of the estimated 1934 payroll, will increase railway operating expenses by the annual total of \$156,195,000.

"Furthermore, current railway operating expenses have not yet fully reflected the substantial increases which have occurred in the prices of the various materials and supplies used in railway operation. From May, 1933, to the present time the prices of materials and supplies used in railway operation have shown an increase of

Need for Additional Revenue to Meet Costs Is Urged

20.4 per cent, which, on the basis of 1934 consumption, represents an increase of \$134,367,000 in railway operating costs. A still further increase in expense arises from the operation of the Railroad Retirement Act, which became effective on August 1 and the constitutionality of which is now being questioned in the courts.

"The actual net railway operating income earned in the first seven months of this year amounted to \$261,000,000. Assuming, in spite of the present downward trend of traffic, that the net earnings of the last five months of this year will equal those of the same months of 1933—\$254,000,000—this would yield a total net railway operating income for the year 1934 of \$515,000,000. From this estimated total, however, there must be deducted, for the period August-December, sums of \$17,000,000 representing increased wages; of \$55,000,000 representing increased costs of materials and supplies; and of \$26,000,000 representing the cost to the railroads of the Railroad Retirement Act.

Expect Net Deficit of \$73,000,000

"This would produce a net railway operating income for the year of \$417,000,000 and would leave, after the payment of fixed charges, a net deficit of \$73,000,000 for 1934 as compared with a deficit of less than \$6,000,000 in 1933. Furthermore, had these three items of present and prospective increased cost been in effect throughout the entire year 1934, it appears that the final results of operation for the year would have been a net deficit in excess of \$280,000,000."

AGENT WINS PRIZE

F. K. Shrock, agent at Perry, Okla., decorated his automobile to resemble a Frisco locomotive and entered it in the parade at Perry on September 17, in connection with Cherokee Strip opening celebration. The decorated car was awarded third prize by the judges.

Mr. Shrock's granddaughter, Jannett Dyche, added much to the entry when she dressed in overalls and carried a huge oil can, representing an "engineer".

THE HONOR ROLL

J. Freeman Wasson, employed at the Frisco Reclamation Plant, Springfield, Mo., turned in a tip that eight young ladies were contemplating a trip to Kansas City via the bus. Passenger representative immediately got in touch with these parties and routed six of them by rail. A letter of appreciation was sent to Mr. Wasson by J. E. Potts, president of the Springfield Men's Club.

Through the splendid handling and switching given to some lumber shipments by the O. R. Bradfield Lumber Company of Tulsa by G. R. Warren, yardmaster at Tulsa, Okla., the Frisco has been receiving some splendid business. This business was secured through the personal solicitation of Mr. Warren and he has personally seen that prompt switching service was given upon arrival of the cars. J. E. Payne, traffic manager, expressed sincere appreciation for the splendid work Mr. Warren has done to secure this business.

J. E. Potts, president of the Frisco Men's Club of Springfield, Mo., reports 25 car load shipments, 103 LCL shipments and 26 passengers secured by members of that club during the month of September. The car load business was secured by Ethel Copeland, accounting department; Grace Jochum, general manager's office; L. H. Riddle, Eastern division; Matilda Hoffman and I. A. Uhr, signal department; F. M. Barry, C. B. Crump, Selma Hoffman and G. F. Linster, all of the telegraph department, and Flo Blevans, mechanical department. Selma Hoffman and J. W. Kastler, both of the telegraph department, secured the LCL shipments. The passengers were secured by K. C. Bean and Bro Mitchell of the accounting; E. A. Warren, record; C. N. Thompson and Orville Coble, general manager's office; M. G. Cooper and Mary C. Carr, claim department; John Willie, signal; F. L. Pursley, FLDC department; F. E. Feyen, N. A. Sutton and F. C. Schmidt, telegraph; J. G. Hayes, mechanical.

Other employes have reported prospective business amounting to 45 cars, 305 passengers, but this business of course has not as yet been secured.

The following loyal Sunnlyland Club workers of Kansas City, Mo., deserve special commendation for their ceaseless efforts to secure traffic tips:

Ralph Blank, in his recent appearances before various American Legion gatherings in Kansas City and surrounding towns, gave much publicity to the Frisco in an effort to interest the Legionites in going via Frisco to the convention, which was held in Miami, Fla., October 22. Mr. Blank appeared in the various entertainments as a one-man band. He had an assistant who also performed while Mr. Blank passed out Frisco advertising circulars among the audience. He is to be highly commended for his efforts, and for his loyalty to the work of the Sunnlyland Club. Mr. Blank is a yard clerk in the 19th St. Yard, and also a member of the American Legion.

E. G. Gabel, passing record typist, is making a every effort to secure a shipment of 60 carloads of pipe from Birmingham, Ala., which is to be used as a water line from the city limits to Welborn, Kans. Mr. Gabel is being assisted by all the employes on the terminal who live in the Quindaro Township. He has spent much of his spare time out of office hours working on the proposition and deserves much credit as a loyal Sunnlyland Club worker.

A. J. Finn received a telephone call October 3rd from a leading contractor who said that he was soon to receive fifty (50) carloads of cement, and that the Frisco would get the business. Mr. Finn at one time favored this gentleman by making a few minor repairs to one of our crossings so that he could drive his trucks over it, and in appreciation of this service, has promised the business to the Frisco. Mr. Finn is another loyal Sunnlyland Club worker, ever alert for any tips of new business.

Joe Schwartz, machine shop foreman, is also on his toes, always on the lookout for any possible business, and frequently turns in valuable tips. A month ago, Mr. Schwartz turned in a tip on the Shrine Convention at Wichita, which is moving by special train out of Kansas City, also a movement out of Joplin, but it seems that the Frisco was unfortunately unable to secure the business due to some of the other roads having more direct routes. However, Mr. Schwartz deserves much praise for his efforts and his loyalty.

Recently two colored passengers showed up on the platform at Birmingham, Ala., with tickets to Chicago

by way of one of the railroads out of that city. They came out after the train had gone and Laddie Ivy, porter on No. 106, persuaded them to get their tickets changed, Frisco-Memphis-IC instead of waiting over until the next day as they had planned to do. Mr. Ivy was extended appreciation for his alertness by T. H. Banister, traffic manager.

Mrs. H. B. Wilson, wife of Frisco trainmaster, Joplin, Mo., was instrumental in lining up two of her friends, Mrs. Carmie Helm and Mrs. Fagan Hinckley, for a trip, St. Louis and return. These two patrons were delegates to a convention.

Mrs. Sherwood Ellis, wife of Sherwood Ellis, engineer, Southwestern division, secured a shipment of automobile tires from a concern in Oklahoma City to Akron, Ohio, and also secured two tickets from Oklahoma City to Cleveland and one ticket, Oklahoma City to Chicago during the month of July, 1934.

The tires were lined up to move via another route and the passengers were also routed other than Frisco.

The Frisco Employes' Club of Joplin reports that during the month of August, two round-trip World's Fair tickets were sold to Chicago, and during September, five were sold, as a direct result of solicitation by members of the Joplin Club.

A story in the Springfield, Mo., news recently stated that Selma Hoffman, a member of the Frisco Girls' Club at Springfield, Mo., was the winner in a contest to secure carloads, LCL shipments and passengers for Frisco Lines at Springfield, Mo. Miss Hoffman secured 14 carload shipments and 46 LCL shipments in the contest, during August, 1934.

Investigation discloses that Miss Hoffman found the Ozark Motor & Supply Company, of Springfield, and the Merit Oil Company, of Webster Groves, Mo., were not specifying routing on their shipments and the Frisco was not getting its share of the business.

Through influential friends with both companies she secured the shipments for Frisco Lines. These companies furnish her with a record of their shipments for each month, and the business has definitely been thrown to the Frisco.

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