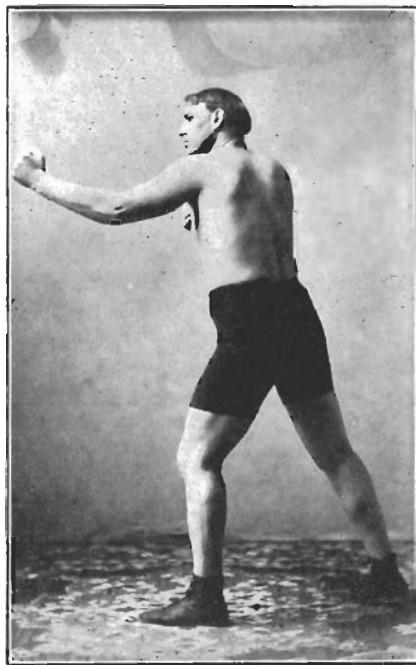


A Heavy-Weight.

Through the courtesy of W. F. Stone, formerly dispatcher at Sapulpa, Okla., now manager for Carl Morris, the coming heavy-weight champion, THE FRISCO-MAN is able to present to its readers a short sketch of Mr. Morris' railroad career.

Mr. Morris was employed as fireman on the Southwestern Division by J. R. Scott, who is now road foreman of



engines on the Eastern Division. He served as fireman from December 9, 1904, to August 15, 1907, when he was deemed eligible for promotion by D. Patterson, who was at that time Master Mechanic at Sapulpa. Before coming to the Frisco, Mr. Morris was employed by the M. K. & T.

He was a member of the Fireman Combination Lodge No. 23 at Sapulpa while firing, and when he was promoted

to engineer he enrolled in Division 578 of the B. of L. E., of which organization he is now a member.

Midland Station.

Photograph of our station at Midland, Ark., is reproduced herewith showing



Agent H. H. Holbrook sitting on the truck.

Midland, Ark., was opened as a station in the spring of 1910 by former Agent W. W. Sims.

The Liberal Force.

The accompanying is reproduction of our station and force at Liberal, Mo. Those shown in the picture are G. M. Hubbell, agent; Mrs. G. M. Hubbell,



assistant agent, and Master Steven Hubbell, "yard master."

Mr. Hubbell entered the service of the Frisco as day operator at Columbus, Kan., in 1903, and has worked continuously as agent and operator on the Northern Division since that period.

Firemen's School.

A course in locomotive firing has recently been inaugurated by the Railroad Y. M. C. A., St. Louis, for the purpose of preparing men, through instructions given prior to their student trips, for positions as firemen.

Practical talks will be given on the various phases of firemen's work, and instructions will consist of work bearing directly upon locomotive firing. The following subjects have been outlined: Fuels, perfect and imperfect combustion, building fires, firing of coal, prevention of black smoke, steam gauges, injectors, sight feed, lubricators, locomotive boilers, boiler feeding, foaming and priming, loss due to popping, fuel waste, signals, and standard rules.

It is proposed to have instructions two evenings weekly throughout the year, and the course consists of three months. This permits the men now employed in round houses and other service to prepare for positions as firemen.

Afton Water Plant.

At Afton, Okla., there has recently been installed a pump and power unit which is rather unique to railroads in this section of the country. The plant consists of an American Well Works centrifugal pump driven by 30-horse power Remington kerosene oil engine. When engine is running at its average speed of 400 revolutions per minute the pump will deliver 24,000 gallons of water per hour. The quantity of kerosene used—and which is of the poorest and cheapest grade—is one-tenth gallon per horse power per hour, equivalent to one-half cent per thousand gallons for fuel. The total operation, maintenance and investment interest on the plant

makes the cost of water at this station at the low figure of 2¼ cents per thousand gallons delivered into tank.

One of the peculiar features of the oil engine is the combustion of the oil in the cylinder, which is brought about by a heated bulb or pin, and there are no electric sparks, cams, plugs, etc., to get out of order.

Courtesy Pays Big Dividends.

My friend, has it ever occurred to you that a little courtesy to those with whom you come in contact will never do you any damage? Don't you think that a civil answer and a smile would pay you better than a frown and a boorish answer? Courtesy is the cheapest thing in the world. Even though you don't happen to agree with the gentleman talking to you, nor want any of his wares, it would be just as easy to tell him so civilly. It will buy you nothing to offend him. Courtesy pays big dividends. It never makes any assessments. It will shove a lot of rough rocks out of your pathway and dull the sting of many a sharp word. It is the stock in trade of all the big men of the land and finds its way in great quantities up to the purple thrones. It will not bow your shoulders with weight nor cause you to miss any trains. It is the soft answer that will turn away wrath and many times will prevent you suffering the humiliation of having your block knocked off. It will keep down a lot of dust in your highway and cause the neighbors to cast their votes for you. Then at the final day the church won't hold the crowd.

After March 1, 1911, the address of The Rail Joint Company's office in Chicago is Room 215, Railway Exchange Building. Resident representatives are F. A. Poor, S. J. Collins and H. C. Holloway.

At the Frisco Club.

At the regular meeting of the Frisco Railroad Club, Mercantile Club, February 16, members were assigned to speak upon various topics of considerable interest to railroad service, and in frequent instances to answer questions regarding same. We herewith print some of the addresses, with that of Col. E. B. Pope, General Western Passenger Agent of the C. & O., who upon the subject, "Railroad Problems of Today," spoke as follows:

THE RAILROAD PROBLEMS OF TODAY.

I have no set speech ready to inflict upon you tonight; in fact, I have no speech at all, but I have here a license from the collector of revenue for the city of St. Louis to retail chestnuts, and with that and my diffidence and native modesty, which are my long suits, to aid me, I ought to be able to struggle through the next fifteen or twenty minutes in some sort of a way.

Your president, Mr. Hutchinson, called upon me last evening and told me that Mr. Winchell, the president of your road, was booked for a speech but could not be here, and would I act as a substitute.

I realized at once that this was as near as I ever would come to being president of a railroad, so I grabbed at the honor, and here I am, but I have had no chance to prepare a set speech.

Mind you I do not say I am going to fill Mr. Winchell's place, tonight, I am simply going to talk—you will not know the difference.

If the president of your club, Mr. Hutchinson, were suddenly called to Washington to fill the presidential chair for a day or so, he would be there as quick as steam would take him, and you would find him in Bill Taft's chair, but would he fill it?

Speaking of presidents and railroad presidents, I knew Mr. Winchell well when he was chief clerk in the general passenger agent's office of the old Kansas City, Fort Scott and Memphis road at Kansas City, and he was a good chief clerk, but no one ever thought of him as a railroad president, but he got there all right, and is just as good a president as he was a chief clerk.

In the old days presidents didn't amount to much, they were a sort of tradition like Julius Cæsar and Napoleon Bonaparte—no one ever saw the president, the general manager was the whole works.

And as for the board of directors they were purely ornamental and only existed because the law required them. They never did anything but meet, elect officers and adjourn.

They were like the English House of Lords that Gilbert and Sullivan tell about in the opera where they say:

When Wellington whipped Bonaparte
As any child can tell
The House of Lords in that great war
Did nothing in particular
And did it very well.

It's different nowadays, the president is a live wire; if you don't believe it go up against him and see.

The railroad men of today, I believe, on the whole are a better lot of men, take them all in all, than you will find in any other line of business that employs great numbers of men. They are quicker, smarter, more self-reliant—in a word out-class the rank and file of any other business, not even excepting the press. Why is this? What gets them in the business and why do they stick to it? A certain amount of freedom, travel, see the country. They work for a corporation, not an individual. They may be boss themselves next year or the year after. So one man is as good as any other man, and as the Irishman said, "A dorn sight better."

The railroad has a fascination for almost everybody, it is something of the same sort that keeps an actor in the theatrical business year after year, and sends him out on the road with a company that goes broke and he has to walk home. That sends the circus man on his animal tour to work like a dog all day in the sunshine or rain and ride all night to the next stand.

That sends the prospector out to tramp the mountain for the vein of ore that he seldom discovers. That makes the soldier endure the monotony of barracks life in the hope that there will be a war and he will be in it.

That sends the sailor out on the broad ocean to eat food that a dog would refuse, and submit to treatment that would prompt him to murder ashore, solely that he may enjoy the romance of the sea and visit foreign lands.

So that railroad business once it has its clutches on a man holds like a vice,

To be successful today the railroad man must be a master workman in his particular line, poor service will not fill the bill. He must do better work than the "ham operator" did who handed his superintendent, when he arrived on an inspection trip, a message which read, "Come home at once your wife has had a child." The superintendent hurried home only to find that it was a chill that his wife had, and that the bum operator had added two dots to the last "I" in chill and made a child out of it. You can see that operator's finish.

You must give good efficient service to your company if you want to last, and you must put brains into that service.

I am not a believer in the blind obedience "Carry the message to Garcia" theory. I have seen it tried and it did not work out right.

You may do your level best and do better work than your workmate who will outstrip you in the pace for success. It always has been so; it will always be so.

Nevertheless try, try and try again, but if you can not get what you want, then be satisfied with what you can get and don't be grouchy and kick. Remember that the good book says contentment is better than riches.

You may do your best and yet be found fault with. In such a case you had better keep quiet and say nothing, as the little boy did.

NOW AS TO THE FUTURE.

The past fifty years have been wonderful ones in the field of invention; they have given us:

- The steam railroad.
- The perfect printing press.
- The cotton gin.
- The threshing machine and other agricultural implements.
- The sewing machine.
- The telephone.
- The modern cook stove.
- The modern heating and ventilating systems.
- The electric light and illuminating gas.
- The passenger elevator.
- The grain elevator.
- The battle ship.
- Breech loading firearms.
- The telegraph.
- The sleeping and dining cars.
- The submarine cable.
- Numberless discoveries in medicine, surgery, chemistry and other sciences and arts.
- The wireless telegraph.

The airship and aeroplane.
The talking machine and thousands of others.

Now, what of the future? I believe we are only on the threshold of the room of wonders. Others believe that we have about exhausted our material or need for inventions. As for me I am ready to believe anything of the future and would hesitate before I said anything was impossible.

If a man wants to bet you he can swallow a horse, don't bet him, he will do it sure. I believe the railroad systems of this country are about to undergo a wonderful change, and I also believe the country itself is going to do likewise. I believe that inside of the next forty or fifty years the United States flag will fly over every foot of North America from Cape Nome to Halifax and from the Panama Canal to the Arctic Circle.

I believe the navigable streams will all be deepened and crowded with freight and passenger vessels. I believe the standard gauge of all freight railroads will be eight or ten feet, and that passengers will be carried on specially constructed passenger roads. That the United States will build, own and operate three broad-gauge railroads reaching from the Poles to the Isthmus of Panama, and an equal number from the Atlantic to the Pacific.

These roads will be ostensibly built for strategic purposes to move troops and their equipment in case of war, but they will be wonderful rate regulators, as will the water transportation lines.

The light, swift passenger carrier of some sort will send the present cumbersome limited steel passenger train to the junk heap. The long running freight train of 500 to 1,000 cars—great big traveling warehouses—will take the place of your present freight train of nineteen or twenty cars, and run from ocean to ocean at a fifteen to eighteen mile an hour speed without a stop from start to finish, and the same crew will go all the way through, as it does on a steamship. There will only be two of these trains daily, one each way, leaving the tracks clear for other business the balance of the time.

The telephone will put the telegraph out of business.

The dictaphone will abolish the stenographer in spite of her blandishments.

Many other wonderful things will happen that probably only the younger men amongst you will live to see, but they are as sure to come as the sun is to rise tomorrow morning.

In conclusion, let me hope that you will not pass the same verdict upon this effort that

the Scotch beadle did upon the dominie's sermon:

- 1st. You read it.
- 2d. You read it well.
- 3d. It was not worth the reading.

THROUGH PACKAGE CARS.

C. S. BATHER,

Chief Clerk Freight Traffic Manager.

The subject which has been assigned to me, that of "Through Package Cars," is one of such magnitude that I will not attempt to cover it in detail in the time and space allotted to me. My remarks will therefore be confined to the subject in a general way with a few examples by way of illustration.

A through package car is one containing merchandise or less than carload freight, which is offered for shipment at a given point moving through to another given point without transferring its contents en route. For example, we will take the service established by the Frisco and the H. & T. C. from St. Louis to Houston, Texas. This through package car contains less than carload freight from St. Louis proper, also that received from connecting lines at St. Louis destined to Houston proper and points beyond moving in through trains arriving at Houston the fourth day after leaving St. Louis. The shipments for Houston proper are ready for delivery and that portion of the contents of the car for points beyond, such as points on Frisco South Texas lines, is transferred and forwarded on the day of arrival.

The service is established to expedite the movement of less than carload freight from large shipping centers such as St. Louis and Kansas City to destinations or transfer points when the tonnage offered regularly is sufficient to justify the special service. The objects being to secure the uniform prompt movement and delivery of the freight at destination or to connecting lines at junction or transfer points and to reduce the handling of the freight to a minimum.

The advantages of this service to the shipper as well as to the carrier can readily be seen, for if each separate consignment was loaded indiscriminately into any car moving in the direction of the destination, it would be necessary to transfer the freight into other cars at various points en route, resulting in much delay, increased labor expense and enhancing the possibility of loss and damage due to excessive handling; for example, if a shipment weighing one hundred pounds from St. Louis for Sherman, Texas, was loaded into a car containing other freight for Springfield,

Mo., it would be necessary to transfer the Sherman shipment at Springfield, and if loaded into a car at the latter point which contained freight for Vinita, Okla., it would again be necessary to transfer the shipment at the latter point and so on until it reached its destination, for the reason that it would not be possible to handle a car from Springfield to Sherman containing but one hundred pounds of freight. By the through package car method this shipment is moved from St. Louis to Sherman in the same car in which it is loaded at the former point.

To expedite the movement of less than carload freight to local points, package car service is established to points of transfer or which could be designated points of concentration from which the freight is handled in local trains to destination. As an illustration merchandise from St. Louis, Mo., or Kansas City, Mo., to stations between Purdy, Mo., and Rogers, Ark., are loaded into cars which move through to and breaks bulk at Monett, Mo., at which point the shipments are transferred into other cars, loaded in station order and moved in local or peddler trains, the freight for points north of Rogers being unloaded by the train crew and the car set out of the train at Rogers.

These through package cars are moved on schedule and are given preference in the make-up of trains, and being considered the highest class of freight are handled in "red ball" or fast freight trains.

Much more could be said regarding this modern method of handling package freight, but as there are other questions to be answered I will close my discourse by saying that each of us should consider ourselves salesmen of the commodity which our great company has for sale, that is transportation, and in these days of keen competition the greatest inducement we have to offer the shipper to favor our line is our unsurpassed through package car service.

FRISCO SUPPOSE.

R. S. HOXIE,

Assistant Auditor Freight Accounts.

In beginning, I want to state to all of you that we should try to educate the young men in charge of railroad affairs that there is no such word as "SUPPOSE;" that they must KNOW and not "suppose" anything.

A story is told that sometime ago on one of our western lines the private car of a general officer of the road was attached to the rear end of one of the passenger trains on that line. The train took a siding to let