

# "AMONG OURSELVES" — THE CLERKS —

HOW ABOUT  
A SMOKE ?



A REGULAR  
PEST — !

GETS THE WIND  
ON A GOOD BLOW  
ON A FILE-



" I'M ONLY A  
CLERK AND HAVE  
NO CHANCE "



THE  
BLUES  
HITS  
NOW AND  
THEN -

HA - HA  
HE - HE



SOME  
BIRD HAS  
A FEW  
OLD  
ONES  
TO TELL



BUM

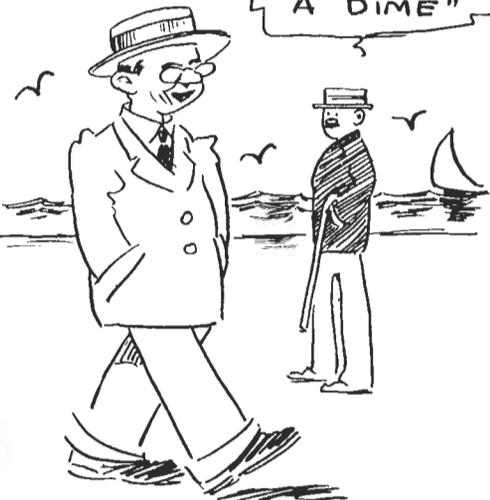
" ON THE JOB "



DEAH  
ME



" THERE IS THAT  
RICH BANK  
PRESIDENT FROM  
OMAHA — HE COMES  
HERE EVERY  
SUMMER AND  
NEVER SPENDS  
A DIME "



CLERK PUTTING ON "AIRS"  
AT A SWELL SUMMER  
RESORT -

TRANSFORMATION OF  
A CLERK —



WHEN HE  
CAME TO WORK  
HE LOOKED  
LIKE THIS



AND TWO  
YEARS  
LATER

SHIEKS INHABIT  
EVERY OFFICE

JOHN  
GODSEY

## OUR FRONT COVER

"The Spirit of the Frisco," that inspiration of co-operation and loyalty to this great railroad company, was never more plainly brought out than in the picture, taken at the Veterans' Reunion at Springfield, Mo., May 27 and 28, which is reproduced on the front cover of this magazine.

President J. M. Kurn, head of the Frisco System, and twelve loyal veterans, five of them retired, and with service totaling 442 years, stood side by side and arm to arm, while the cameraman pressed the bulb that recorded the front cover for the July number of this magazine.

And if you don't think President Kurn is proud of those veteran buddies, and that the veterans are proud of their president—take a look at the expression on their faces. There, indeed, is the "Spirit of the Frisco".

But the picture is only one fleeting record of that almost indefinable, yet surely powerful agency for good.

No person could put his hand on that influence for greater and better service in railroading, but it permeated the atmosphere of that reunion barbecue in Sequoita Park as surely as the odor of good barbecued beef and pork hung in the delightfully fresh air.

It was there, and all recognized it.

Reading from left to right, the veterans in the picture, with their years of service and positions, are as follows:

R. A. Kirkpatrick, Springfield, Mo., thirty-seven years, retired as checker; J. W. Morrill, Pacific, Mo., forty-six years, engineer; F. E. White, Thayer, Mo., thirty-three years, retired as agent; W. H. VanHorn, newly elected president of the Veterans' Association, St. Louis, Mo., forty-two years, engineer; J. W. Reese, Memphis, Tenn., thirty-four years, retired as engineer; President J. M. Kurn, head of the Frisco Lines; M. D. Welch, Kansas City, Mo., thirty-eight years, conductor; J. V. Harpe, St. Louis, Mo., thirty-eight years, engineer; J. F. McEuen, Springfield, Mo., forty-eight years, engineer; C. C. Mills, Oklahoma City, Okla., forty-two years, conductor; J. D. Day, Springfield, Mo., thirty-two years, retired as brakeman; C. W. Johnston, Monett, Mo., twenty-six years, retired as conductor; S. A. Douglas, Fort Smith, Ark., twenty-six years, retired as night yardmaster.

## Frisco Employes Join in Effort to Retain Traffic

A story of interest to all Frisco employes appeared in the Muskogee (Okla.) Daily Phoenix of April 28, in which was recounted the banding together of employes of the Frisco, Katy, Midland Valley and K. O. & G. railroads and the American Railway Express Company, for the purpose of fighting the truck traffic which is damaging the traffic of their respective roads.

The story appeared under a streamer head of five columns, which stated: "Rail Workers Band to Fight Bus Lines." A subhead read: "New Competition Threatening Their Jobs, Employes Voluntarily Organize Here."

Below, the Magazine reproduces the story verbatim:

Advocating a load maximum, higher license taxes and additional highway

taxes for operators of bus or truck lines in this state, employes of the Frisco, Katy, Midland Valley and K. O. & G. railroads and of the American Railway Express Company met last night at the Knights of Pythias hall and established a permanent organization to accomplish these ends.

No officials of any of the railroads attended, the meeting having been called voluntarily by the workers to discuss means of protecting their positions by maintaining their roads' traffic.

Harry P. Dutton, Frisco engineer, was elected president of the organization and will pilot it in its attempt to establish these purposes.

### Charge Chaos to Trucks

"The truck haulers have caused a period of chaos in this part of the country. They haul products from Muskogee to little towns around at a much cheaper rate than the railroads do, thereby receiving all the trade. While the weather is good they can easily do this, but when rain makes the roads bad they are unable to furnish good service. But that is not all, they are using the highways that the people keep up, and when a big truck with 1,000 pounds goes over them it cuts up the surface, causing the motorists to be taxed high in order to keep them up. We believe that a higher tax should be paid for the highways by both the haulers and the busses because of the constant use of them as a means of their business ends," Mr. Dutton said.

### "Hand to Mouth Disease"

"The railroads are at a critical condition because of the truck haulers," William Estes, Frisco employe and vice-president, said. "They have caused the small town dealer to take out only the amount of stock that he can use in one day and the next day drive into town or call in and have another load brought out. The hand to mouth disease is what they have and we must stop it. Right now one train is about to be suspended because there is no patronage. If one train is taken off that means five or maybe a dozen men out of a job."

A constitution and by-laws committee, with J. M. Kirkendall as chairman, will draw up the constitution and report at the next meeting, to be held May 11.

Officers elected are: President, Harry Dutton, Frisco; vice-presidents, William Estes, Frisco; George Russell, Katy; Hugh Coffman, Midland Valley; Norman Kenady, American Railway Express Company; E. H. Baird, K. O. & G.; secretary, R. P. Magoon, Katy.

## THE NEW PRESIDENT



W. H. VAN HORN

Mr. W. H. Van Horn, newly elected president of the Veteran Employes' Association of the Frisco System, long ago had a vision of such an organization for the Frisco. He interested Col. Sam E. Hughes, who in turn received the hearty support of President Kurn and three years ago the first reunion of Frisco veterans was held.

Mr. Van Horn resides at Springfield, Mo., and has been an engineer for forty-two years.

# Frisco Folk Fortunate in Possession of Magnificent Hospital for Their Exclusive Use

*Splendidly Equipped Plant at 4960 Laclede Avenue, St. Louis, Provides Skillful Doctors and Tender Treatment to Sick*

The Frisco employes are indeed fortunate in having for their use, one of the best equipped hospitals affiliated with any railroad, the most efficient staff of doctors that can be obtained, and within its walls the very latest and most modern of equipment.

The Frisco Employes' Hospital of St. Louis is located at 4960 Laclede Avenue. Maintained by a small assessment from each employe, it is truly an employes' hospital. Here the employe receives the best of treatment and care of skilled physicians—but most of all, he is associated with Frisco friends, when he is forced to be confined therein.

cated the laundry and X-Ray room.

The second floor, a large airy room is used as a convalescent ward, and it is as pleasant as one could find in any home. The linen room with its tiers of linen is also located on this floor. Occupying three large rooms near the front portion of the floor is Dr. R. A. Woolsey's private office, together with that of his secretary and staff. Then there is the small developing room for the X-Ray pictures, the only really dark spot in the entire hospital.

Visitors to a hospital at meal time are always tempted by the delicious trays. On the third floor is found

Each of the floors is reached by an incline, however, there is elevator service when required. The hospital is equipped with very modern heating system.

Everything is spotlessly clean, and there is an atmosphere of cheerfulness about.

But when one reviews the hospital, that is only half the story. The other half should be given to the review of the remarkable staff of doctors and assistants who treat each case so successfully. The names of some of St. Louis' most famous specialists appear on the roster.

Dr. R. A. Woolsey, who for many years has been connected with the Frisco hospital as chief surgeon, is known by all.

Working with him daily are, Robert Vineyard, surgeon in charge; C. E. Eimer, first house surgeon; C. V. Wilcox, second house surgeon, and J. W. Schilling, third house surgeon.

There are eight nurses on duty in the daytime, and two at night. Miss Agnes Pollock is supervisor in charge, while Miss Grace Kimberlin is dressing room nurse, and Miss Hattie Sieg, operating room nurse. Miss Bertha Hochuli is in charge of the surgical ward and Miss Elsie Barnes is in charge of the medical ward.

Attached to the staff are specialists, who are located in St. Louis, but not in the Frisco Hospital building. Should a patient require the special attention of any one of these, he is given an order to their office.

Dr. Selven Spencer and Dr. R. J. Payne, ear and nose specialists have been recently appointed to the staff. Dr. J. E. Jennings, oculist, Dr. Ellsworth Smith, consulting surgeon and Dr. F. R. Fry, neurologist are also of the staff.

Dr. Fred Bailey acts as consulting surgeon, Dr. J. C. Peden, roentgenologist, Dr. M. L. Klinefelter, orthopaedist, Dr. W. M. Vogt, gynecologist, Drs. M. F. Engman, W. H. Mook, J. S. Kimbrough, dermatologist specialists, Dr. Jay Silsby, anaesthetist, Dr. D. L. Harris, pathologist, Dr. W. H. Olmstead, internist, and Drs. Drew W. Lutten, Leo Bartels, J. L. Tierney and F. M. Floyd, consulting surgeons.

It is a remarkable organization, doing a wonderful work. It is a great satisfaction to the relatives and friends of those who are confined within the hospital for numerous ills, to know that the best possible care and attention is being given, and famous specialists are at beck and call to administer their skill.

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FRISCO EMPLOYEES' HOSPITAL

But to give you an idea, in round figures of the service rendered in May: Records show 104 patients handled, nine major operations performed and sixteen minor ones, while 285 surgical dressings were given.

#### Well Planned Floors

The arrangement of the different floors of the hospital is a very efficient one. The first floor contains the waiting room and dispensary, where a first examination is given. Across the hall is the drug store, where prescriptions are filled by experts. The house men have their rooms on this floor, where also is lo-

one of these famous diet kitchens, a chart room, two dressing rooms and the doctors' quarters. The entire east side is given over to the medical ward, and the entire west side to the surgical ward. The rooms are large and airy with plenty of sunshine and light.

The fourth floor has a library and quarters for the nurses, dining room and kitchen and perhaps most important of all, the operating room. This hospital is designed perhaps a little differently from some, in that the large kitchen is on the top floor. In this way the odors do not penetrate through the entire building.

## E. T. Miller Appointed General Solicitor to Succeed Judge Evans

*Former General Attorney For Sixteen Years  
Appointed to New Position May 15*

Long and valiant service with the Frisco was rewarded in the appointment of Mr. E. T. Miller, for sixteen years general attorney for the Frisco, to the position of general solicitor, succeeding the late Judge W. F. Evans.



E. T. MILLER

Mr. Miller was appointed by President Kurn. He also succeeds Judge Evans to a position on the Board of Pensions.

Mr. Miller is widely known among railroad attorneys of the Middle West. He entered the legal department of the Frisco in February of 1908 as an attorney and was made general attorney a year later, in January of 1909, the position he has held since that time.

He was born in Keytesville, Mo., in 1871, and was educated in the common schools of that city, later attending Wentworth Military Academy at Lexington, Mo. He attended Westminster College at Fulton, Mo., from 1877 to 1879, and was graduated with the degree of Master of Science.

Mr. Miller returned to Keytesville and read law three years before he was admitted to the bar in 1892, at the age of 21. He practiced in Keytesville until 1898, when he established an office at Brunswick, Mo., also maintaining the Keytesville office. From 1901 until 1903 he practiced only in Keytesville.

His first legal position in St. Louis came to him in 1903, when he moved here to become associated with the firm of Boyle, Priest & Lehmann, remaining with them until 1908. At that time he came to the Frisco as attorney.

Mr. Miller is married and resides at 5318 Waterman avenue. He has two sons, Edward, 18, who is attending Washington and Lee University at Lexington, Va., and Townsend, 13, who is in the University City High School.

The new general solicitor for the Frisco is a member of the American Bar Association, the Missouri Bar Association and the Bar Association of St. Louis.

### "Pat" Gamble, Retired Operator at Neodesha, Presented With Easy Chair

**Veteran Employe Given Present by  
Operator-Friends Made in 37  
Years Service**

Pat M. Gamble, retired operator at Neodesha, Kansas, is resting these days in a large and comfortable easy chair, which was a gift from the operators on the Carl Junction and Wichita subdivisions.

Gamble pounded a key at Neodesha for thirty-seven years, and when he was retired recently with a pension of \$43.60 a month, his old friends, the operators, banded together to give the deserving veteran a present he would find both enjoyable and useful.

They chose R. Holland, division roadmaster, as treasurer. The fund grew rapidly, and on May 15, at his home in Neodesha, Mr. Gamble was presented with a beautiful chair.

A few days later Mr. Gamble wrote each of the operators who contributed to the present as follows:  
"My dear friends:

I received today a most beautiful and comfortable chair delivered to me by Mr. Holland as a token of your friendship through our long years of association. I have always enjoyed the knowledge of your friendship, and, while your remembrance was entirely unlooked for, it was greatly appreciated. I shall fully enjoy the comfort I will have sitting in this chair and will always have a friendly thought for those from whom it came."

Mr. Egerer was the first man to call a meeting of the St. Louis Frisco Employes for the organization of Local No. 1 of the Metal Craft and Car Department Employes, and since that time has held every office in the association both in St. Louis and Neodesha and is at present the corresponding secretary.

### AN EXPERT PIANIST

**Wm. J. Egerer, Frisco Mechanic  
of Neodesha, Is Talented**

**A Graduate of Schoenfeld's Conservatory  
of St. Louis—He Finds Difficult  
Piano Selections Easy**

Not only is William J. Egerer, Frisco mechanic, of Neodesha, a good mechanic, but he is a fine musician. Grand opera is a simple matter for his deft fingers when it comes to making the piano talk. Mr. Egerer the other



WM. J. EGERER

evening at a big gathering in Neodesha entertained a large crowd with several selections from the repertoire of grand opera; the "Sextet from Lucia," and the "Miserere," from Il Trovatore. On another occasion Mr. Egerer performed a remarkable piano stunt—he put on a pair of gloves, placed a sheet over the keyboard of the piano and with the lights turned out played an original gallup selection. His work was a description of the turning tide of the World War, describing the spirit of the Italian who broke the news to the British army that the Americans were coming.

Egerer is a natural musician, but nevertheless was tutored as a young man in manipulating the ivories, so much so that he never learned to dance. He was always asked to provide the music. Later, he graduated from Schoenfeld's Conservatory in St. Louis and taught music for four years.

He came to the Frisco from the Wagner Electric Mfg. Co., where he was inspector during the war, and received a service award medal for his duty in this line. He has been in Neodesha two years and is engine inspector. Mr. Egerer is married and has an eight-year-old son.

# National Railways of Mexico Are Returned to Private Operation

## Passing of Government Operation in Mexico Follows Similar Experiences on 100,000 Miles of Government-Owned Railroads Since 1920

Americans were awakened to the possibility of government operation of railroads in 1917 when the United States government temporarily took over American lines. There have been varied opinions as to the success or failure of the government to successfully run railroad trains, and otherwise conduct an enormous industry with the thousands of ramifications contained in railroading. Some of the opinions, maybe most of them, have not been flattering to the efforts of the government. However that may be in this country, nations throughout the world have struggled with the problem of government ownership and operation, also.

The accompanying article, dealing primarily with the return of the National Railways of Mexico to private operation on July 1, also contains a brief resume of the experiences of nine other countries in the world in governmental control of the roads.

The government of Mexico returned the National Railways of Mexico to private operation on July 1.

This adds one more chapter to the admission that direct operation of railways by governments is a policy fraught with financial and social disaster.

Prior to this return, the Mexican government readjusted the salaries of railroad employes, reduced the number of employes, rearranged freight and passenger rates, paid the floating debt, repaired the road-bed and in general undertook to place the railroad in as good condition as it was when taken by the government in August, 1914.

Formal possession of the railways was taken by the Mexican National Government by a decree of December 4, 1914. Interest on the company's outstanding securities ceased June 1, 1914. Continuous successful operation was impossible during the period of the Rebellion, but has been little better since, the deficits for each successive year to date having been approximately 23,000,000 gold pesos or \$11,500,000.

### Government Owns Stock

The Mexican government owns approximately half of the stock of the National Railways of Mexico. The balance of the stock and practically all of the bonds and equipment trust notes are owned in this country and abroad. The return of the railways to private management is pursuant to an agreement negotiated with the government of Mexico by representatives of the holders of these securities which have been without return since 1914.

Since the World War almost every country having government ownership of railroads has sought either a return to private operation and ownership or to gain some of its recognized advantages by placing state railroads—as nearly as possible—in the form of a private railroad corporation.

The German State Railways have been taken out of the hands of government, and as a private company are now being operated for the benefit of those other countries to which Germany owes reparation payments.

In Austria, the losses of the State Railways after the War constituted more than half of the total government deficit. Since 1923 they have been taken out of the hands of the political government and organized as a semi-public corporation following the lines of a private railway corporation. Following this reorganization, expenses have declined and earnings have increased.

Czecho-Slovakia began to put her State Railways on the basis of a private railway company in 1922. The Minister of Commerce of Czecho-Slovakia regrets that it took two years to effect this change, and states that "a timely putting of it into effect would not only have contributed to the stabilization of Central Europe generally, but would have brought a great deal of economic benefit to the country as a whole."

In Italy, the Mussolini ministry has removed about 60,000 unnecessary employes on the State railways and has made an earnest effort to operate them at a profit. While the situation has been improved, they will represent a substantial deficit and effort is still being made to get rid of this burden by turning them over to private operation.

The Danish State Railways will be put in the form of a private railroad corporation if a bill now pending before the Danish Parliament be enacted. This bill was introduced in response to the demand that these State railways show some return for the capital invested in them.

In Poland, the present Ministry has insisted on a complete separation of the railway budget from the budget of the political state, the raising of rates and the introduction of economies in

order to compel state railway operation to stand or fall on its own feet.

In Australia, discontent with the State Railways led to the appointment of a Royal Commission, which in 1924 reported that unless railway finance was taken out of the hands of the political government, the Australian State Railways might become ineffective as an agency of development as well as a serious burden to the state.

In India, the State Railways are being reorganized so as to stimulate a private railroad corporation so far as possible. The chief Commissioner of Railways is to be solely responsible for decisions on all technical matters and not to be subject to being overruled by the political colleagues on his board.

Since the war, in every important country—as in the United States—there has been a contest on the one hand between recognizing that railway problems are economic, and the attempt on the other hand to apply political solutions. In all countries where politics still dictate railroad policy—as on the State Railroad in France and on the State Railways of Yugo-Slavia—they are still operating at great deficits and making no substantial improvement. On the other hand, the countries which have attempted so far as possible, to reform State Railroad operation on the lines of well-run private railroad corporations, have invariably registered substantial progress.

The mileage of state owned railroads which the owning governments have attempted to place on a basis of private operation since 1920 is as follows:

Mexico .....	8,440
Germany .....	32,311
Austria .....	2,964
Czecho - Slovakia.....	7,956
Italy .....	10,269
Denmark .....	1,283
Poland .....	10,206
India .....	27,078
Total.....	100,507

Alfred Ball, of Springfield, Appointed Secretary to Vice-President Hutchison

Raymond Hogan, Former Secretary, Transferred to Southwest Division as Chief Clerk

Alfred Ball, former secretary to J. H. Doggrell, superintendent of transportation, with offices at Springfield, Mo., has been appointed secretary to J. E. Hutchison, vice-president in charge of operation, of St. Louis.

Raymond Hagan, former secretary to Mr. Hutchison, will become the chief clerk to C. H. Baltzell, superintendent of the Southwestern Division.

Mr. Ball was also a correspondent for the magazine from the Springfield office.

Both Mr. Ball and Mr. Hagan have many friends on the Frisco line who wish every success for them in their new work.