

A Traveling Man Talks for Railroads

IT IS only occasionally that a non-railroader will take the time and trouble to enter into an argument in defense of this gigantic industry. Now and then a smoking-car compartment will throb with an argument for or against this or that. And railroads and their deserving or undeserving qualities generally come in for a part.

A few days ago President J. M. Kurn received a special delivery letter from Searcy, Arkansas, in which Hugh A. Johnston, traveling representative of the Cahill-Swift Manufacturing Co., St. Louis, dealers in plumbing, heating and mill supplies, briefly and concisely defends the railroads of America.

Following is the letter which Mr. Johnston wrote:

"This wonderful country and its great business institutions, its mines, factories, mills and agricultural interests, exist only because of the railroads. They have opened up for settlement our vast and productive territory, have built our towns, carried our settlers, our coal and all manner of foodstuffs and other necessities and created our markets.

"I wonder if we can get a true idea of how much they have done. Yet I shudder to think that the average citizen and business man is the one who is deliberately knifing the life out of the railroads. We are destroying the most essential, in fact, the leading agency of our existence.

"We are auto mad, gasoline crazy. We patronize bus lines, inconvenient, stuffy, unsanitary coops, packing ourselves in and choking with dust and suffering from heat or cold. Hardly ever on time and never dependable, they are always far inferior to train travel. The poorest coach on the poorest railroad has water to drink and provides toilet accommodations and a chance to stretch out.

"We ship by truck, tax ourselves for road maintenance and let the trucks destroy them. We give our freight business to unreliable truck lines when the railroads have spent millions of dollars to equip and maintain a freight service that is almost perfect.

No Position to Judge

Joshua Kornshux, of Scrabble Corners, was paying a visit to the city and while there ran into a fellow townsman.

"And how do you like the city, Josh?" he was asked.

"I dunno," was the dismal reply. "My wifes' along."

She Needed Only a Hint

Jack—You look sweet enough to eat.

Mabel—I do eat—where shall we go?

"Have we stopped to consider where this is leading? Can you and I not see the thousands of men in the shops, other thousands laboring on the tracks, other thousands in the train service, others in the depots, both freight and passenger, other thousands in office buildings all over our land—and remember that they live or perish with the railroads?"

"What truck or bus company has built or will build cattle pens and loading chutes all along its line—or will fence one side of a man's farm free, or will build a loading wharf or go out of its way on a side-track for the convenience of a customer? Nothing doing! This gas nightmare will pass away and should, when people consider soberly. From a standpoint of economy alone it must fail. Not one bus or truck line in this country today is making a profit, nor will they, because of unsound business methods.

"The railroads are the main arteries through which flows the lifeblood of our land and they should be so regarded. It is our duty as American citizens and advocates of the 'square deal' to stand by the railroads, for they have and will stand by us. We are proud of the fact that we protect our farmers, our manufacturers, our business investors, our laborers, our forests, mineral and oil reserves.

"But — boneheadedly — we assassinate the railroads by far the most important and deserving of the lot.

"I say, 'Let's quit!'"

Most Complete Shops Plant at Springfield, Mo.

(Continued from Page 18.)

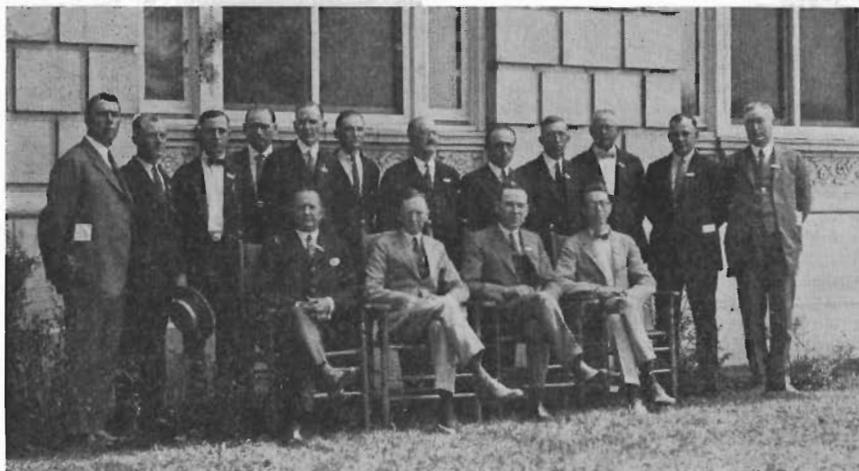
many storehouses along the system demanding this supply. A Car Type annealing furnace for side and main rods and an American Gas Producer and case hardening plant, used for hardening all pins and bushings, is another feature of this shop. All furnaces in this department are heated with fuel oil—the larger ones being served by jib cranes using air hosts.

Storehouse Is Important

One of the most important facilities, to successful railroad operation, is an efficient storehouse. The storehouse building is ninety feet wide and 247 feet long and consists of two floors and a basement for oil and paint storage. A standard height platform surrounding the building, facilitates the unloading of cars of material, a number of which may be unloaded at the same time, owing to the several delivery tracks on either side of the platform. Very large castings, locomotive frames, and driving axles are unloaded by means of a yard crane of ten ton capacity and having a span of seventy-five feet, such castings being piled in the crane runway for future delivery to the shop. The yard crane which runs at right angles to the transfer table thus serves all shop buildings. Smaller castings are handled by truck from the casting platform, located near the machine shop. Delivery of material is made from the delivery counter on presentation of requisition signed by the foreman, making it unnecessary for delivery men to enter the storeroom.

(To be concluded next month.)

Our Purchasing Officers at Recent Meet



The men who keep the supplies of the Frisco up to the minute met in St. Louis recently at the call of their chief, B. T. Wood, vice-president and C. P. O., and after the meeting sat for the photographer. They're a hearty looking bunch of railroad employees. From left to right, seated: A. W. Blume, general store keeper; B. T. Wood, vice-president and C. P. O.; A. N. Laret, assistant to the vice-president and C. P. O.; L. L. White, chief clerk. Top row: F. G. Collier, S. R. Gardner, J. M. Walker, C. E. Wheatley, J. C. Kerr, K. P. Guin, L. B. Pechner, C. B. Smith, C. H. Strusing, C. E. Wright, J. A. Blankenship and A. C. De Fries.

New \$30,000 Sikeston Station Dedicated



FRISCO STATION AT SIKESTON

THE Frisco's new \$30,000 station at Sikeston, Missouri, was presented to the city with fitting ceremonies at a city-wide meeting held July 2, which was attended by approximately 400 Sikestonians. All passenger trains arriving and departing after 12 o'clock noon on that day used the new station instead of the old one some 300 feet north.

At the presentation exercises, held in the freight office, the following Frisco officials spoke: J. N. Cornatzar, passenger traffic manager; S. S. Butler, freight traffic manager; J. W. Morrill, superintendent of safety; J. A. Moran, division superintendent and Tom Malone, local agent at Sikeston.

In his address Mr. Cornatzar stressed the great possibilities of Southeast Missouri and urged the residents of that section to bind themselves together for a more unified action.

"We are advertising this section extensively," Mr. Cornatzar said, "and we want you to help us in that project. Our railroad has been one of the outstanding factors in 'making' Southeast Missouri and we are proud of it,

and know you are proud of it. We need, in common with all railroads, a more unified and better understanding of our problems from the farmers on our lines, to the end that we can give you better service and please you even more thoroughly than we are at the present time."

M. E. Montgomery, attorney at Sikeston, accepted the new station for the city with an appropriate talk, and paid a splendid tribute to Agent Malone.

"Sikeston accepts this splendid new station with three loud cheers for the Frisco," Mr. Montgomery said. "We are greatly pleased to have it, first because it fills a great need here, and secondly because it gives Agent Tom Malone, one of the most painstaking and best agents on the Frisco, a splendid place in which to house his genial self and his corps of workers."

Other Frisco officials who attended the opening were: R. E. Buchanan, executive general agent at Memphis; A. P. Matthews, division passenger agent, Memphis; R. C. Stephens, architect; D. E. Gilwix, engineer, St. Louis; J. A. Moran, division superintendent.

Thirty Thousand Attend Railway Picnic at Kansas City, Mo.

Eight Roads Join in Annual Meet of Allied Railroad Employes' Assn.

The second annual picnic of the Allied Railroad Employes' Association was held at Kansas City, Mo., Fairmount Park, Saturday, July 18. The crowd numbered 30,000 people.

This association consists of the Frisco, Santa Fe, Rock Island, Missouri Pacific, Katy, Kansas City Southern, Wabash and Kansas City Terminal.

A number of the officials of the different roads attended, as well as officials of the different shop employes' organizations.

The Frisco band, in uniform attended and was much in evidence as one

of the leading railroad bands of the country. Other shop bands also furnished music for the dances and concerts.

Carrigan Brothers Spent 182 Years With Frisco

(Continued from Page 9.)

It is indeed a remarkable history of the one family whose members have all been connected in some way with the Frisco, and a record, which in itself shows the loyal and satisfactory service which each has given to the service. Dating back to civil war times, when the grandfather and father were exempt from war due to their employment on the railroad, it leads up to today, when we find these brothers, each serving with the same loyalty as their father and grandfather did, years ago.

TO SUMMER CAMPS

Movements of National Guard Troops to Annual Encampments Large

Soldiers from Missouri and Arkansas Require Special Trains—August Also a Big Month

HEAVY troop movements have been handled by the Frisco in moving the Missouri National Guards and Arkansas National Guards from home stations to their summer encampments.

On August 1, 375 men and twenty-nine officers of the Missouri National Guards were handled from home stations to Camp Clark, Nevada, Mo., by special train. This movement covered the territory around Senath, Kennett, Hayti, Caruthersville, Steele, West Plains and Mountain Grove. Approximately 125 men and eight officers were handled from the territory of Sikeston, Chaffee and Cape Girardeau to this camp, moving special from Cape Girardeau.

Two special trains of Missouri National Guards, one consisting of 338 officers and men from the Springfield District and a second, consisting of 317 men and officers, moved special on July 16 to Ft. Sill.

On the same day, the Arkansas National Guards, from the Jonesboro District, were handled special, consisting of sixteen officers and 337 men; also a second movement from the Nashville District of nineteen officers and 376 men, for delivery to Ft. Sill.

On July 13, the Harrison, Ark., Unit, National Guards constituting three officers and fifty-three men, was moved from that point to Ft. Sill, Okla., on delivery to the Frisco at Seligman.

This unit was handled from Monett to Ft. Sill on train nine. Special representatives rode each of the trains.

On July 1, the 203rd Coast Artillery, (Missouri National Guards) moved to Ft. Sill, with approximately 264 men and officers from the territory of Sarcocixie, Carthage, Lamar, Webb City and Joplin; a total of 309 men and officers from Springfield, Monett, Pierce City, Neosho and Anderson; and Battery "B", consisting of forty-five men and officers moving from Oklahoma City to Ft. Sill.

Each man was allowed 150 pounds baggage, while military impediments, other than baggage were handled in baggage service. Flat cars were furnished for the loading of a number of 75 M. M. guns, truck mounts, search lights, and other military equipment.

Reports show that during the entire month of August, the Frisco will handle continued heavy troop movements to camps.

The Frisco was highly complimented for the efficient and quick handling given these troop trains, by officers in charge.

STILL GOING STRONG

Bill Kennedy, of Enid, Smiles at Friends from Wheel Chair

Retired Engineer, Who Drove Engine 35 Years, Leaves Soon in Automobile for Vacation

TO THE man who has spent years in the cab of a railroad locomotive, there are few obstacles that cannot be surmounted with determination. That is the training that comes from driving the great iron monsters.



BILL KENNEDY

William Kennedy, retired engineer of Enid, Oklahoma, is no exception to that definition.

After serving the Frisco as an engineer from 1885 to 1920, thirty-five years, Kennedy was retired and pensioned on February 1, 1921. Shortly afterward his physical condition became such that he is confined to a wheel chair during his waking hours.

Yet that makes no difference in his genial cheerfulness and good-fellowship. His friends say "Bill" Kennedy is the most enjoyable man in Enid to call upon.

A few weeks ago "Bill" bought a new Buick sedan, and in a few days he leaves for Iowa in the new car, with his family, for a summer vacation.

Here, again, is the Frisco spirit typified.

A Secret Sin

The maid had been using surreptitiously the bath tub of her employer, an elderly bishop. He was a bachelor, very fastidious about his toilet, and desired the exclusive use of his tub. He reprimanded the maid with much indignation:

"What distresses me most, Mary, is that you have done this behind my back."

Members East Saint Louis Junior C. of C. to Tulsa via Frisco

Special Pullman Conveyed the Boy Members to National Meeting, June 23-28

Mr. F. P. Farrell, commercial agent for the Frisco, with offices in East St. Louis, Ill., performed an admirable piece of work in securing the movement of the East St. Louis Junior Chamber of Commerce, enroute to Tulsa for their national meeting June 23-28.

The Junior Chamber of Commerce consists of boys between the ages of eighteen and thirty-five. Seventeen from the East St. Louis Chapter attended the meeting where seven hundred boys from all over the United States met and discussed their future programs and their work of the past year.

A special Pullman car was provided and the following extract from a letter written Mr. Farrell by Mr. S. C. Schmulbach, chairman of the "On to Tulsa Committee" highly compliments Frisco service:

"I wish to thank you on behalf of the Junior Chamber of Commerce for the fine service rendered by yourself and your St. Louis representative in arranging our trip to Tulsa to attend the annual convention of the United States Junior Chamber of Commerce. There were seventeen members of the organization who occupied Pullman car X-100 and each one of them enjoyed the trip very much due to the fact that all the space in this car was for this particular group."

CHESTER SAYS—

Friendship is found where Modesty is—where there is an interchange of things fair and honest.

God has given you a will of your own; therefore, do not blame Him or find fault with His administration.

The wise man deals with his own mind.

Be on your guard. You are an example to someone. Make yourself the best lesson possible to others.

It is not so much what you earn that counts, as that which you save out of what you earn.

Feet treading on primrose paths grow more weary in the end.

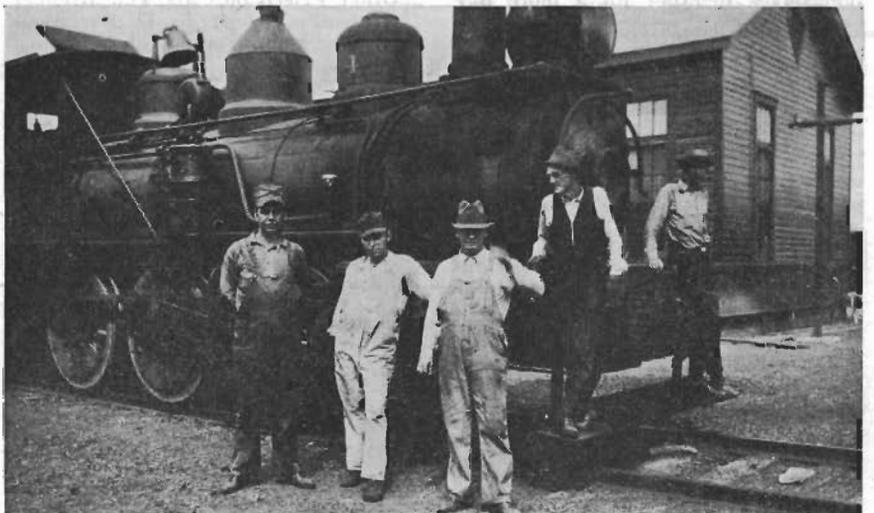
The line of least resistance isn't always the safest.

"Make hay while the sun shines" doesn't mean that we should remain idle on cloudy days.

Take as much interest in the execution of the plan you were so enthusiastic about, and the result will amaze you.

Your name is your greatest asset—keep it clear of all bad marks.

Switch Engine No. 4 and Her Crew



Here are a short half dozen, hard-working railroaders, around and on their old favorite switch engine No. 4, operating on the Birmingham Belt. No. 4 is small and the only one of its kind on the system, but according to John L. Godsey, reporter-cartoonist at Birmingham, this engine does one of the largest jobs on the "Belt".

From left to right: Frank Powell, engineer; R. L. McCain, fireman; W. W. Lane, foreman; and J. Giles, helper. Who knows the brother on the right?

The Pension Roll

Four members of the Frisco family, with a combined service of one hundred and twenty-five years, were retired from service and placed on the pension list at a meeting of the board of pensions, June 29.

Burnell Harvey Rodgers, a crossing watchman at New Albany, Mississippi, was retired upon attaining the age of



B. H. RODGERS

70 years on May 9, 1925. Rodgers was born in Sherman, Pontotoc County, Mississippi, May 9, 1855, the son of a Mississippi farmer. He was educated in the public schools at Sherman for a few years, but went to work on the farm when he was nine years old. He farmed in the vicinity of Sherman until he entered the employ of the old K. C. M. & B. on July 10, 1886, on a Sherman construction gang. He was promoted to section foreman at Blue Springs, Mississippi, in June, 1889, to extra gang foreman in April, 1905, and to section foreman at Blue Springs, Mississippi, in November, 1907. He served as crossing watchman at New Albany from October, 1916, until his retirement. He was married to Miss Callie Morris, November 10, 1880, at Sherman, Mississippi, and has three sons, Ben, Tom and Hugh. All three sons are in the service of this railroad, Ben with the B. & B. department Tom and Hugh in the transportation department. Mr. Rodgers resides at Sherman, Miss. He was retired with 16 years and 11 months' continuous service and his pension is \$20.00 a month.

Benner Samuel Shirk, assistant superintendent of the southern division, was retired through permanent disability at the age of 53 years. He was born at Potters Mills, Pennsylvania, January 16, 1872, and attended the country schools. He went to work on his father's farm when he was nine years old, driving teams, and later worked for a livery man at Seymour, Missouri. He came with the Frisco November 8, 1887, at West Plains, Missouri, as a warehouseman, and filled, successively, the positions of night baggageman at Hoxie, Ark.; night yard clerk at Thayer, Mo.; night baggageman at Springfield, Mo.; freight brakeman and conductor on the Arkansas and Ozark divisions; passenger conductor and assistant superintendent. He married Miss Bess

Johnson at Thayer, Mo., June 10, 1896, and they have had no children. His present address is 1620 Thirteenth Avenue, Birmingham, Ala. Mr. Shirk served the Frisco for 33 years and four months and was retired with a pension allowance of \$94.15 per month.

William Thomas Harlan, age 63, a locomotive engineer on the Central division, was retired through permanent disability.



W. T. HARLAN

He was born near Warsaw Indiana, in June of 1862, and received his education in Indiana's schools. He went to work on his father's Kansas farm when he was 19 years old, and received his early engine experience on a threshing machine engine in the Kansas wheat fields. He entered the service of the Frisco as an engine wiper in 1883 at Pierce City, Mo., and shortly afterward was promoted to fireman. He made his first trip as an engineer on October 1, 1887. He married Miss Lillian Morgan on July 12, 1893, in Paris, Texas, and they have the following children: Roger, Vera, Bedford, Dorothea and Lillian. Mr. Harlan resides at 105 West street, Fort Smith, Arkansas, and served the Frisco forty-two and one-half years. His pension allowance was placed at \$90.25 per month.

John Calloway, section foreman at Miller, Mo., was retired, at the age of sixty-one years, through permanent disability. He was born on a Tennessee farm, October 23, 1863, and went to work with the Frisco on September 15, 1889, as a section laborer at Sparta, Mo. He worked as section foreman in the towns of Chadwick, Mo., Catoosa, Okla., Marlionville, Mo., and Miller, Mo. He married Miss Nannie S Zimmerman, April 17, 1892, at Sparta, Mo., and two children, Roscoe and Eunice were born to the union. Roscoe is now a section foreman with this railroad. Mr. Calloway saw contin-



JOHN CALLOWAY

uous service with the Frisco for thirty-three years and one month, and his pension allowance is \$32.25 a month.

In Memoriam

C. W. AVERY

Charles Wood Avery, pensioned conductor, died at his home in Enid, Okla., June 23.



C. W. AVERY

He was born on July 19, 1859, at Covington, Ky., and entered the service of this company as a brakeman on the Western division in November, 1903. He served as brakeman and conductor up to the time of his pension, which was given him in December, 1923, because of his defective hearing. Mr. Avery's pension allowance was \$36.50 per month and he had received \$657.00 at the time of his demise.

F. P. MALONE

Frank Patrick Malone, pensioned car inspector, died at his home in Blackwell, Oklahoma June 25. Mr. Malone was retired on May 1, 1914, having reached the age of 70 years. He was born in Ennis, Clare County, Ireland, April 12, 1844. After moving to this country as a boy, he began work on the Atlantic & Pacific railroad at Dixon hill in 1868, with a construction gang as carpenter. He went to the shops at Springfield as a car carpenter in the early months of 1873 and left the service of his own accord in 1875 to enter the grocery business at Joplin. He returned to the Frisco in 1882 as a car inspector and served successively as car carpenter and car foreman for 31 years and eight months, until his retirement. He leaves a widow and one daughter. Since his retirement in 1914, at a pension of \$20.00 per month, Mr. Malone received \$2,660.00 in pension from the company.

June Fuel Performance Was Best in History of Frisco, Recent Report Shows

Entire First Six Months This Year Far Better Than Same Period in 1924—Robert Collett Says

A SPLENDID record in fuel conservation for the first six months of 1925 as compared to the same period of 1924, was made by the loyal workers on the Frisco, according to Robert Collett, fuel agent, in a statement issued to the Magazine shortly before going to press.

"The June report shows the best record ever made in fuel consumption," Mr. Collett said enthusiastically, "and the men lowered by five pounds per 1,000 gross ton miles the best record previously made, which was in August, 1924.

"The record shows that for the six months' period ending June 30th, 1925, compared with the same six months' period in 1924, the pounds of coal and gallons of fuel oil consumed per one thousand gross ton miles decreased 11 per cent," Mr. Collett continued.

"The gross ton miles per train mile, or average tons per train, increasing 8.9 per cent. In passenger service, the unit consumption similarly reduced to 10½ per cent, with an increase in passenger cars per train of only 2.7 per cent. This was a mighty good showing in both classes of service. In switch service, we made about 3 per cent reduction per switch locomotive mile, but a somewhat better showing per car handled.

"For the system, in freight service, we beat the standard each of the six months, excepting May, and in that month missed it by only 1 pound per 1,000 gross ton miles. In passenger service, we lowered the standard every month but June, lacking then only one-half of 1 pound per passenger car mile. In switch service, we lacked a little each month, ranging from 1 pound in February, to 7 pounds per switch locomotive mile in June, of making the standard in any month.

"It will be to our everlasting credit if for the remaining six months, we can beat the standard in every class of service but the mark is set pretty high for us and it is going to take the united efforts of everyone on the railroad.

"Batting averages' are as follows: The Eastern and Northern Divisions tied for the best showing—each division making its standard each of the six months in freight service, five times in passenger service, but not quite making it in any month in switch service. The Southwestern

Division comes next, having made the standard four times out of six in freight service, four in passenger and six times (or every month) in switch service. The River Division boys made their standard five times in freight service, three in passenger and three in switch, and had also the distinction of getting to first place in freight service on a unit consumption basis compared with all other divisions for five out of the six months' period. Southern made the standard four times in freight, four times in passenger. Central Division beat the standard each month in switch service and also held first place in this service in unit consumption each of the six months.

"The splendid record and saving made last year was most gratifying to all concerned, but better things by far are being accomplished in 1925. The records of individual trips shown in the Magazine this month are but a few samples of good fuel performances that are being made every day. To include them all would be to include the names of every engineer and every fireman on the railroad.

"We are getting our fuel performance to where we do not have to take off our hats to the best of them. It is true the character of our railroad, which requires that our greatest volume of business moves over our heaviest grade lines, makes our fuel consumption per 1,000 gross ton miles higher than many other roads having a more level route, and hence a greater average train load—that is, more tons per train and more passenger cars per train. But we are judged in comparison by our percentage of improvement over our own previous performance, and in that, which is the proper basis, we stand well at the top among all of the railroads in the United States.

"Everyone of our officers appreciates the splendid showing that is being made and so express themselves to the boys on the firing line in their every day contact.

"In addition to the engineers and firemen, credit must be given to the conductors, trainmen, train dispatchers, yard men, the men who prepare the engines for service at the terminals, the girls and boys who keep the records right, the fuel inspectors who try to see that we have good fuel, the lads who call the crews—everyone who has anything to do with the oper-

ation of trains (and that is about everybody on the railroad) is helping in a good cause. It is a pleasure to report not only the figures and facts but the names of some of the engineers and firemen. We hope that through our co-operative effort everyone working together for better fuel, better engines, less delays, more and more banner runs, we can do even much better in the last half of 1925 than we have in the first six months."

The following are trips on which good fuel performances were made:

June 26th, Engine 42, train extra Springfield to Monett, Engineer Thompson, Fireman Mathias. Handled 68 loads, 7 empties, 2,649 tons. Gross ton miles, 116,556; burned 6 tons of coal. Fuel performance, 102 lbs. per 1,000 G. T. M.

June 27th, Engine 47, Train 35, Springfield to Monett, Engineer Miller, Fireman Morrow. Handled 79 loads, 10 empties, 2,754 tons. Gross ton miles, 121,176; burned 6 tons of coal. Fuel performance, 99 pounds per 1,000 G. T. M.

June 27th, Engine 4021, Train 534, Francis to Sapulpa, Engineer Sawyer, Fireman Boland. Handled 203,108 gross ton miles with 11 tons of coal. Pounds per 1,000 G. T. M., 108.

June 15th, Engine 1298, Train 136, Amory to Memphis, Engineer Starks, Fireman Turner. Handled 220,468 gross ton miles, burned 7 tons of coal. Fuel performance, 63 pounds per 1,000 G. T. M.

June 17th, Engine 1311, Train 2nd 164, Ft. Scott to Kansas City, Engineer Carl Anderson, Fireman Geo. Kell. Handled 273,636 gross ton miles; burned 80 lbs. of coal per 1,000 G. T. M. On duty 7 hours.

July 11th, Engine 36, Train 32, Engineer Buchert, Fireman Wallace, Newburg to St. Louis. Handled 44 loads, 19 empties, 285,890 G. T. M. Time on road, 5 hours, 25 minutes. Fuel performance, 126 lbs. per 1,000 G. T. M.

July 12th, Engine 26, Train 36, Engineer Thiel, Fireman McRoberts, Newburg to St. Louis. Handled 67 loads, 1 empty, 303,000 G. T. M. on 17 tons of coal. Time on road, 5 hours. Fuel performance, 112 lbs. per 1,000 G. T. M.

June 23rd, Engine 1615, Train 534, Engineer Keiller, Fireman Brammer. Handled 1,986 tons, Enid to West Tulsa, used 1,450 gallons of oil or 6 gallons per 1,000 G. T. M.

(Now turn to Page 31, please.)