

**The FRISCO EMPLOYEES' MAGAZINE**

Published on the First of Each Month

By the

**St. Louis-San Francisco Railway Co.**

Edited by WM. L. HUGGINS, Jr.

822 Frisco Building St. Louis, Missouri

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No. 2

**A Truth That Jolts—**

**A** MAN who daily rubs elbows with the figures of railroad operation of all roads in the United States, appeared before a body of keen business men in a middle western city recently, and delivered some straight-from-the-shoulder facts that jolted.

He told them that the revenues from less than twenty days' operation of all Class One railroads in 1924, were all the companies had left, after the payment of expenses, with which to pay dividends to stockholders, and to improve and develop their properties.

Only twenty days out of three hundred and sixty-five.

What would your average business man think and do if his business was so regulated?

This railroad diagnostician went on to tell his hearers that it required all of the revenues from 163 days operation to pay the wages of the employes; 27 days to pay for fuel; 89 days to pay for materials and supplies; 15 days to pay the rent on leased lines, hire of equipment and other fixed charges aside from interest.

Without giving his audience time to draw its breath, he continued with the information that it took 21 days to pay taxes; 32 days to pay interest on mortgage indebtedness, and he concluded by reminding them that if they took the trouble to add up those days, his statement that less than 20 days remained in which to earn dividends for stockholders, provide for the improvement and development of railroad property, would prove out.

Such figures need no editorial comment.

They stand alone. Every employe can understand from them what danger his railway is facing.

**Think This Over**

**D**ID you ever hear a successful man say the world was against him? Did you ever hear an up-and-coming worker whine about someone "framing" him, or putting rocks in his path?

We never heard of it, and we've heard lots of men complain of this and that—poor treatment—favoritism that wasn't directed their way—some superior discrediting them when it "wasn't my fault"—all the petty, little complaints that clutter up every official office and scatter around every industry.

Let's give it a whirl along this line.

The head of a big railroad—the Frisco for instance—must necessarily be a man who has succeeded in a large way. He is at the top, and he didn't get there by crying over his luck, or whining because some one "put obstacles in my path." If there were obstacles in his path he removed them. He isn't going to have a lot of maudlin sympathy for some chap who likes to whine. But he is, as sure as you're alive, looking for men who do things.

Did you ever stop to think that institutions assure to their employes the three things that every worker has come to regard as essential; first, a living wage, second, certainty of employment as far as circumstances permit, and third, a fair plan of promotion?

Think those three points over a moment.

And then ask yourself, fairly, if the Frisco hasn't guaranteed those things to you.

Then go out and make it. It's up to you.

**Power**

**A**RTHUR STRINGER, formerly a Pere Marquette Railway employe, has made a notable contribution to literature in "Power."

A railroad story from cover to cover, it is filled with the virile fight and continual struggle that every railway man knows is his portion. There are incidents in it that every Frisco employe will recognize—and men whom every employe knows.

The Editor recommends it heartily and enthusiastically, as the best railroad fiction,—based on fact, mind you,—on the book stalls this year.

A  
MAGAZINE WITHIN  
A  
MAGAZINE

# The *Frisco Mechanic*

Published in the  
Interest of the F. A.  
of M. C. & C. D.  
Employes

VOLUME II

NOVEMBER, 1925

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## **The FRISCO MECHANIC**

Published and Edited as a Department  
of the  
**Frisco Employes' Magazine**

WM. L. HUGGINS, Jr.....Editor  
MARTHA C. MOORE.....Assistant Editor

**Associate Editors**

WM. UNDERWOOD .....Chairman  
HOWARD PICKENS.....Secretary

The Editor will be glad to receive  
interesting contributions at all times.

## FRISCO ASSOCIATION MEETS

### Fourth Annual Conclave Held in Frisco Bldg. at Springfield, Mo.

W. M. Underwood Re-elected General  
Chairman—C. C. Connelley of  
St. Louis New Officer

ON September 23, too late to  
be included in the October  
magazine, the Frisco Association  
at Springfield, Mo., held  
its fourth annual convention  
in the assembly room in the Frisco  
Building.

There were over fifty delegates in  
attendance from the different locals  
over the system.

Conditions over the entire railroad  
were discussed and it was the general  
opinion that they were good in every  
shop.

Mr. W. M. Underwood was re-elected  
as general chairman for the ensuing  
year. One addition was made to the  
board, that of Mr. C. C. Connelley of  
St. Louis. This was a new position  
created on the board to represent St.  
Louis only, which makes a total of  
twelve men constituting the board,  
with Mr. Underwood, and Mr. J. L.  
Way of Sherman, Texas, presiding as  
chairman general and vice, respectively.

Mr. S. F. Cooper of Springfield was  
elected general secretary in place of  
Earl Titterington, the only retiring  
member of the board.

Four other members were re-elected  
namely, Mr. Victor Mounger of Sapulpa,  
chairman of the southwestern division;  
Mr. J. E. Rucks, of Birmingham,  
chairman of the southern division;  
Mr. G. T. Youell, of Memphis,  
chairman of the southern division;  
Mr. L. J. Lyons, of Springfield, chair-  
man of the west shops.

Mr. H. L. Worman, superintendent  
of motive power met with the men at  
Springfield, and received praise by  
every member of the executive com-  
mittee for his kindly consideration  
to the association.

## *The Arion Entertainers—Frisco's Popular Fun and Music Makers*



The "Arion Entertainers" is a group of performers composed of Frisco employes of the Springfield, Mo., offices and shops.

For several months the members have been organizing their little company and appearing on programs at Frisco stunts.

The organization boasts a Hawaiian string band, a male quartet, magicians, a harmonica band, and a number of soloists.

The entertainers are booked for a number of concerts and miscellaneous programs at Springfield and the surrounding cities for the fall and winter. Their program is of a vaudeville nature and highly entertaining.

The accompanying photograph is of the vocalists and impersonators in the company. In the picture are: Loren Lawless, in Scotch costume; Elmer Jarratt, ("Hoe Cake") negro impersonator; Howard Pickens, soloist; Jewell Prater, pianist, and LeRoy Prater in the costume of an Arabian sheik.

This little company would be glad to assist in Frisco programs and their services can be secured by writing to this organization, through the magazine department.

### New Frisco Daughter

The mechanical department of  
Springfield, Mo., extend congratulations  
to Mr. and Mrs. George F. McKenna,  
on the arrival of a young daughter at their home on Septem-  
ber 17.

Mr. McKenna is secretary to Mr.  
H. L. Worman, superintendent of motive  
power, and Mrs. McKenna, before her marriage, was employed in  
the offices of the Frisco, at Spring-  
field.

The baby has been named Mary  
Catherine McKenna.

### New Motor Car in October 3

On Saturday, October 3, motor car  
2121, the second of the new motor  
cars to be delivered to the Frisco by  
the Electro-Motive Company of St.  
Louis, Mo., started on its initial trip  
to Hayti, Mo., in charge of Mr. L. A.  
Toupin, general motor car inspector.

This car will be placed on what is  
known as the "Ham Run," between  
Campbell and Caruthersville, with a  
side trip from Kennett to Leachville.

The car will handle a trailer, con-  
sisting of a combination baggage and  
mail car.

## Car Department Employes At Enid, Oklahoma



The car department employes at Enid, Oklahoma, stopped their busy duties long enough to gather around box car No. 32013 recently and look at the photographer's instrument of flattery. The employes at Enid are a 100 per cent group. They went over that way in the recent insurance program, and their 100 per cent watchwords are "Safety First" and "Efficiency".

### Frisco Machinist Admitted to Tennessee Bar Following Night Study

**George Kinkle, Former Association President, Leaves Service to Practice Law in Memphis**

George Kinkle, former president of the Frisco Association at Memphis, Tenn., has attained his goal, which led him through many months of diligent study and nights at a night school.

His ambition was to be a lawyer. To this end he worked during his leisure hours. Though a machinist by trade he worked in the shops at Memphis, Tenn., and due to his unusual personality and good business judgment, was elected president of Local No. 19. He has been with the Frisco a number of years.

He has now received his diploma from the night school of law at Memphis, Tenn., and is leaving the Frisco to start a practice in that city.

Upon learning of his retirement from Frisco service, the system committee of the Frisco Association wrote Mr. Kinkle a splendid letter of congratulations and encouragement, offering their services in his behalf.

### Reclamation Plant Employes Held Safety Meeting October 6

**Claim Agent J. N. Gallagher in Charge —Successful Meet Largely Attended**

The employes of the reclamation plant, Springfield, Mo., held a very successful safety first meeting on October 6.

Mr. L. J. Leysaht, superintendent of this shop generally presides over this meeting, often turning it over to one of his supervisors.

This time the meeting was in charge of Mr. J. N. Gallagher, claim agent.

Three representatives from the roundhouse attend each safety meeting, together with two from the blacksmith shop, one from the oxweld plant, one from the machine shop and three from the yard. The coach shop generally sends about four men. The foreman of each department is also in attendance.

Recently a new ruling has gone into effect, that any man who has received more than one personal injury, shall attend this meeting. If he receives more than one it is generally conceded that he is careless and to attend one of the safety meetings, might be of value to him in avoiding any future accidents.

## A SPLENDID PERFORMANCE

### Two Hours and Fifteen Minutes Sufficient for Rush Job

**Engine 1100 Quickly Repaired by Seven Men Making Record in Similar Attempts**

**A** RECORD in performance that should be brought to the attention of Frisco folks is submitted by Mr. F. A. Lampton, foreman of the south side shops, Springfield, Mo.

Engine 1100 came in recently on train 101, arriving on time or at 4 p. m. Six minutes later the engine was at the cinder pit and at 4:09 was over the drop pit. The first binder was down at 4:17, the second one at 4:20. Knuckle pins were out at 4:27 and wheels were in drop pit at 4:36. The left back driving box was off the journal at 4:38. The right back journal off the box at 4:41. The left back box was on the boring mill at 4:43 and off at 4:52. The right one was on the boring mill at 4:55 and off at 5:03.

The left back box was placed back on the journal at 5:04, and the right back box at 5:12. Wheels went under the engine at 5:20. The right binder was up at 5:40 and the left one at 5:46. Rods were coupled up at 5:27. Brake rods, ash pan rods, pins and cotter keys replaced and engine moved out of the house at 6:15 p. m.

The back driving boxes were taken to the machine shop, during this operation and bored scant  $1/32$ " larger than they were when taken off. This on account of boxes being hot and crown brasses having a glazed surface.

Two mechanics and two helpers were used on this job, and from 4 to 5 o'clock there were three other men helping to get this work done. The regular machine force handled the driving boxes on the boring mill.

It is doubted if any place, or on any railroad, this record could be excelled.

Full credit for the work is given by Mr. Lampton to the following men:

Earl Williamson, second class machinist; V. V. Chapman, first class machinist; Fischer C. Bass, third class machinist; John Snarr, second class machinist; George Dillard, machinist apprentice; Herbert McKenna, first class machinist; M. C. Hallock, first class machine man.

For such a large shop and plant, handling all scrap material for the railroad, the personal injuries are very few, only one reportable accident for the month was given, and that was not of a serious nature.

The men in every shop are realizing that safety first is one of the greatest rules to work by, and they are striving for a clear record each month.

## ANOTHER GROUP AT ENID

Who said Enid, Oklahoma, didn't excel in car work? How could they help but have a splendid output with these three men supervising.



They are (left to right) D. W. Lilley, assistant car foreman; J. R. Ferguson, general car foreman, and William V. Caywood, piecework checker.

To know any one of them is to know a real supervisor and a man whom all the employees admire greatly.

Co-operation, efficiency and a bit of a human touch is the explanation of their success. And it might be added, SAFETY FIRST with respect to every operation.

#### Sunday October Third Was Busy Day at Monett, Mo.

Seventy-seven Cars of Stock for East, Sent Out in Two Hours.

Business literally boomed through Monett, Mo., on Sunday, October 3.

Between the hours of 9:00 and 11:00 in the morning, seventy-seven cars of stock were handled out of Monett for eastern markets.

An average handling of over 300 passenger cars in every twenty-four hours is recorded at Monett, while from 2000 to 2100 freight cars are given the necessary handling during each day.

The heavy movements are due to the fact that four divisions enter Monett, which necessitates the switching of cars from one train to another for the different divisions.

But the casual observer will notice that the work goes on systematically and quickly, insuring prompt and efficient handling, and the force at Monett should be highly complimented on the splendid service.

#### An Editor's View of It

Instead of prosecuting the railways for merging as formerly, an act of Congress is now seriously proposed compelling consolidations as being in the public interest. What next—Breeder's Gazette.

## On The Iron Near Altus, Oklahoma

Grouped around engine 219, are the crew and men in charge of pile driver 99056, which is working near Altus, Okla., on the Chickasha Sub.



This pile driver is in charge of W. A. Lantz, foreman, and in the picture will be found the following crew: Frank Woodard, C. L. Sargent, S. W. Callwell, R. C. Tucker, R. C. Mitchell, Robert Rodgers, John Cook, George Huffacer and Jake Hammersley, driver engineer.

Conductor W. M. Dorris, W. O. Rutledge, brakeman; A. B. Smith, engineer, and Paul Harwood, fireman, made up the crew handling engine 219.

**WATER**

ONE OF THE LARGE ITEMS OF EXPENSE OF A RAIL ROAD

**DON'T WASTE IT**

**STOP THE LEAKS**

Almost Unbelievable, But an absolute FACT that a Leak of the following Sizes at a Normal Pressure will waste the following Amounts:

- 170 Gallons in 24 Hours.
- 970 --- --- --- ---
- 3600 --- --- --- ---

A Leak  $\frac{1}{2}$  inch in diameter with Water at 15¢ per 1000 will Cost \$4135.00 in One Year.



#### This Is a Good One

"You can't be too careful!" That is what J. E. Nussbaum wrote the magazine department the other day.

To substantiate his statement he forwarded this story, which he claims is true: A Missouri farmer purchased a stick of dynamite for the purpose of blowing up stumps. He laid the dynamite by the barn and went in to put his team away. A pig found the dynamite—swallowed it and

walked into a stall where a span of mules were tied.

One of the mules kicked the pig and the jar set off the dynamite. The explosion blinded the farmer, killed one of the mules and tore the harness off the other, blew the end out of the barn, and almost killed the pig.

Perhaps exaggerated—but the moral is that dynamite is dangerous, and if it must be handled and used, make it perform the task for which it was purchased without leaving a trail of arms and legs for a block or two.



# Frisco Family News

## SOUTHERN DIVISION

### STORES DEPARTMENT MEMPHIS, TENN.

WARREN PUCKETT, Reporter

The very first thing that I am going to say this month, will be something about the good drawings that are coming in for the magazine each month from our good friend, "John Godsey," at Birmingham. His drawings remind me of the Sunday funny paper with the kids, for that is the first thing they want to see, so it is with me, the first thing I look at when I pick up a new issue are the cartoons from John at Birmingham. We should be proud that we have a cartoonist like John on the system, and we are especially proud that he is located on the southern division, which division, we believe, is the best on the SYSTEM.

Hoorah for the annual inventory of store stock, which will be taken on October 31, as usual. The writer has had the experience of one inventory, and knows exactly what they are, and believe me, it is nothing to laugh about, as it calls for a lot of hard work, and plenty of it. We are now in pretty good shape for this "Fete" and feel that we can strut our usual stuff on this inventory, and feel sure that we will hit around the same figures that we did last year, if not better. Several instructive meetings have been called relative to this said inventory.

One word must be said about the condition of our store room. Brother Roper just recently gave us a "No. 1" job of painting throughout the office of the store room, which was put on in duplicate and adds much to the beauty of the office.

Just a line or two must be said in this issue relative to the new crack train, "The Sunnyland," which was recently put on from Kansas City to Jacksonville, Fla. I must say that it is some train, and will bear the very closest inspection. Nothing was omitted to give the traveling public all the accommodations that they are duly entitled to. This train gives the Memphis people a daylight trip to Kansas City, with something like two hours better time than what we have had before.

Mr. R. B. Butler has been recently appointed to fill the vacancy that came about, due to the death of our late superintendent, Mr. C. H. Claiborne, as superintendent of the southern division. We welcome Mr. Butler on this division, and feel sure that he will like the atmosphere in and around Memphis as most everybody that comes to Memphis and lives six months will never be satisfied anywhere else. That's not holony, either, for the writer came to Memphis from Atlanta, Georgia, and knows exactly what a good city is.

"Hello there, Fort Worth baseball fans." You people out there seem to have a pretty good baseball team, don't you? Well, you had better tune up for next year, for the Memphis Club will

give you all you are looking for. Atlanta had a good team this year, but you had a little too much for them. Memphis gave you some good games last year and if we win the pennant next year in the Southern League, and you happen to win it in the Texas League, then Memphis will more than likely take the Dixie Series. Manager Clyde Milan is doing his best now to take it.

Memphis and the Tri-State territory have just finished one of the best fairs in history, however, the gate receipts this year were not quite as large as they have been, due to the rainy weather. The fair in general was considered the best in many a year. You people at Dallas, who boast of having the best fair in the South, run over to Memphis sometime to see our fair, and see what a real fair looks like.

Many thanks to the editor for running the picture of the doctors and nurses in the Frisco Hospital at Saint Louis in the October number. Now we know what to expect when we go to Saint Louis and already I feel like I am going to have to undergo some kind of operation in order to come up and get acquainted. Many good things have been said about the good service that is rendered in the different Frisco hospitals.

Two things in general that make you feel glad that you are a Frisco employee. The first is the hospital and medical treatment that the employees receive from a mere few cents each month from their checks, which is never missed. The second is the liberal insurance policy that we have just received thru the efforts put forth by our president, Mr. J. M. Kurn. This is by far the best insurance that anyone can get for the money and wish it were possible for us to take as much of this insurance as we like instead of limiting us to a certain amount.

### BIRMINGHAM TERMINALS

JOHN L. GODSEY, Reporter

Seeing his name in the Frisco Magazine, Pete the pie man who is selling pies for the Home Bakery Company, decided to repay the reporter and presented him with a pineapple pie. It is not necessary to say that this pie was enjoyed as everyone at East Thomas knows something of "Pete's Pies."

Seeble Gann returned to work after several weeks of confinement due to a serious accident some time ago. The day before the accident Seeble was offered an accident policy but did not take it.

Marvin Darrah secured enough courage to have his tonsils extracted. This operation was performed in the new scientific way, that is, without loss of blood.

The cold wave struck on October 10, and found the entire office force working in coats and hats. The heat was lacking, and Mr. Hobson had plenty of work all at once on this day.

Arnold Carden sent his wife and baby off to Georgia and then walked peacefully away with her trip pass. This is one good way to get rid of the wife,

all right, but what we want to see is how Carden is going to look when his wife comes back home.

"Uncle John" Connally has been very ill for two weeks, but came back to the office this morning, although he was in no condition. We hope that he will be fully recovered and be back with us in the near future.

Tom Mealey and Hatcher, at the belt office, would make expert shoe salesmen, knowing the different types of shoes on the market. Mealey likes the brogan type, while Hatcher is not so particular. But the next shoe salesman won't have such an easy time collecting \$6.85 for a pair of shoes worth 98 cents.

Jim Todd, the old office porter, is bumping on the section gang to resume his duties as "track walker." We hate to see Jim go, but Jim says he can make more money and his "ole 'oman" has to eat.

The world series has taken its toll, but not so much as it did last year. Seems Hawkshaw Collins was the only one able to raise enough to look like a bet.

Third Clerk Faust is "thanking the stars" that his accident was only a small one at the Ninth Avenue yards, and will not hesitate to advise anyone to "always be careful."

### MEMPHIS TERMINAL MEMPHIS, TENN.

R. E. FLEMING, Reporter

Have recently completed roof over automobile platform at Memphis, which is a decided improvement in our facilities for unloading automobiles.

General yardmaster D. Hightower, who recently went to hospital at St. Louis, has returned and is now back on the job.

G. B. Jones, one of our old time clerks, was retired at Memphis on September 30, having attained 70 years of age.

### LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

G. B. Jones, who entered the service of this Company October 29, 1913, was retired September 30, 1925, having reached the age limit. He has been employed by this office a little over a year as team track clerk.

W. D. Welch, platform foreman, moved into a new home about the first of October, which is at 830 North Willett. Mr. Welch was born and has lived in Fort Pickering until this time, which is only a few blocks from this office, and as N. Willett is quite a distance from here, guess it will take him some time to get used to that part of the city.

L. A. Cardwell, who was clerk on outbound platform, is now team track clerk.

Sam. J. Allen, clerk on outbound platform, spent several days the first of this month in Grenada. Sure he went to see a girl.