

HARRISON WILL HONORED

Frisco Passenger Agent Elected President of C. P. A. Assn.

HARRISON WILL, city passenger agent at St. Louis for Frisco Lines was elected president of the City Passenger Agents' Association of St. Louis, Mo., at a dinner and monthly meeting of that association at the Mayfair Hotel, October 7, 1926.



HARRISON WILL

Mr. Will, and Whit B. Owen, of the Santa Fe, the retiring president were the organizers of this association. The city passenger agents are not included in the traveling passenger agents' association, and Mr. Will, together with Mr. Owen planned to organize the city men. They accordingly made a trip to Kansas City in 1921 and interested representatives of the different roads in that city. The organization was formed at the Statler Hotel, St. Louis, the same year.

Mr. Will was born in St. Louis, Mo., in October, 1888. His first railroad work was as O. S. & D. clerk for the Cotton Belt in the freight claim department, this city. His next service was with the Wabash in the accounting department and then with the Missouri Pacific in the capacity of clerk, revising freight rates. He was employed as an accountant at the Clover Leaf-Katy joint local freight office in St. Louis when he accepted service with the Frisco, which was in 1913.

His first Frisco position was that of agents-accounts clerk. Later he was transferred to the position of interline accounts and revising of

The Results of a Kansas "Dust Explosion"



THE Frisco Magazine for September contained a brief story concerning the collapse of a huge elevator at Lyons, Kansas, recently, in which 110,000 bushels of wheat owned by the Central Kansas Milling Company, were dumped on the ground. The Frisco came to the rescue with switch engine, cars, burlap and grain doors and rounded up several tarpaulins and covered the wheat to protect it in case of rain while it was being loaded.

Some idea of the size of the elevator and the severity of the explosion may be gained from the accompanying pictures. The picture of the huge mound of wheat shows men at work with shovels loading the valuable grain into a truck nearby. Parts of the wreckage may be seen on top of the huge wheat pile. The lower picture shows the remains of the fine elevator following the dust explosion. The entire structure later collapsed. E. E. Carter, assistant superintendent of the Northern Division received a great deal of praise from the milling company officials for his prompt and efficient disposition of the wheat into cars.



freight rates clerk. In 1918 he entered the navy, but upon his return from the World War, resumed his former duties. His next promotion was to that of train auditor, which position he held until June, 1921, when he was appointed city passenger agent.

He has been acting in that capacity since, and his genial personality and courteous attention has won for him a host of friends in and out of railroad circles.

E. W. Betts of the Illinois Central was elected vice-president; Edw. L. Vierling, of the Great Northern, treasurer, and L. B. Holland of the Northern Pacific, secretary. Whit B. Owen of the Santa Fe was the retiring president.

A Minute

I have only just a minute,
Only sixty seconds in it;
Forced upon me
Can't refuse it,
Didn't seek it,
Didn't choose it.
I must suffer if I lose it,
Give account if I abuse it.
Just a tiny little minute,
But Eternity is in it. —Anon.

Extremely Difficult

"Isn't it hard to keep a budget straight?" wailed Mrs. Tompkins.
"My dear, it's terrible," confided Mrs. Smithkins. "This month I had to put in four mistakes to make mine balance."

HE PRAISES CAMPAIGN

Wm. Lewis, Local Chairman of B. of R. T., Urges Springfield Employes Onward

WILLIAM LEWIS, local chairman of the Brotherhood of Railway Trainmen at Springfield, Mo., is taking a decided interest in the campaign now under way on Frisco Lines to reduce the amount of freight loss and damage claims. Then, too, Mr. Lewis is a dyed-in-the-wool Frisco booster.

When he read the September *Frisco Magazine* and noticed the splendid record Springfield Terminals made for July in the rough handling campaign, Chairman Lewis wrote a letter to engine foremen, switchmen, engineers and firemen in the Springfield Terminal, endorsing their record and urging them to further efforts in behalf of the campaign.

"Your achievement during the month of July is one over which you should feel justly proud," Lewis wrote. "There were no cars damaged and no employes injured in yard service in this terminal during this month. This is a splendid performance. This terminal has the honor of having the least number of cars damaged and lowest cost of damage of any terminal on the entire system.

"I have authentic information of one of our sister terminals making an organized effort to wrest this honor from us. That it is an honor is proven by a larger terminal putting forth strong efforts to reduce their number of cars damaged below the number damaged in Springfield Terminals.

"The continuation of your July performance will make this impossible. In eliminating accidents, we greatly reduce the hazards of our occupation and increase the prosperity of the company which furnishes food, raiment and shelter for our families and ourselves. It also lessens the danger of discipline which must follow an accident.

"There are very few accidents on a railroad but which could be avoided if each man in every department performed his work correctly.

"Yours for safety and efficiency.
(Sgd.) WM. LEWIS."

FRISCO WINS AT FT. WORTH

The Frisco Red Sox baseball team of Ft. Worth, Texas, composed of Frisco employes only, won the pennant of the Shirt Sleeve League for the ball season just ending.

They lost only four games out of the thirty-six played. The team was managed by H. A. Granger, claim clerk of that station.

Messrs. Kratky and Ball Promoted



CHESTER C. KRATKY



ALFRED M. BALL

TWO of the most popular young men in the Frisco organization, Chester C. Kratky and Alfred M. Ball, moved another step up the ladder on September first.

Kratky, who has been secretary to President Kurn since March 15, 1921, was appointed chief clerk to the President's office, succeeding Joseph Hilton who became industrial commissioner. "Chet" entered the service of the Frisco Lines March 16, 1914, as office boy in the law department. One year and six months later he became file clerk in the development department and shortly after was transferred to the general manager's

office as stenographer. In 1917 he returned to the development department as assistant to the chief clerk.

Alfred M. Ball, who succeeded Kratky as secretary to President Kurn, entered Frisco employ January 1, 1920, as a stenographer in the office of the superintendent of motive power at Springfield. In September of the same year he became secretary to J. H. Doggrell, superintendent of transportation, and on May 1, 1925, he was made secretary to Mr. J. E. Hutchison, vice-president in charge of operation.

Both Kratky and Ball are widely known on Frisco Lines.

An Excellent Shipping Record

Every day people who ship freight and commodities over the Frisco Lines, become firm believers that the Frisco Service is best.

Two train loads of cotton were handled from Blytheville, Arkansas, August 14, for export through the port of New Orleans. The first train consisted of forty-two cars containing 2,804 bales of the staple, and in thirty-two hours after the train started moving, it arrived in New Orleans. This cotton was shipped by Wm. Simpson Cotton Company of Memphis, and F. L. Ingram, traffic manager, was highly pleased with the service.

The second train consisted of eighteen cars, which contained 1,250 bales, shipped by C. W. Butler & Company, of Memphis, destined to

Liverpool, England, moving via New Orleans. This train left Blytheville on Thursday afternoon, August 12 and arrived in New Orleans at 7 o'clock Saturday morning, steamer carrying same left port that afternoon.

The movement of both these trains was arranged for through R. E. Buchanan, executive general agent, at Memphis, Tenn. They were routed via New Albany, Gulf, Mobile & Northern, care N. O. & N. E. at Laurel.

Everybody was on the job to make this handling a perfect one, and much credit is due to the co-operation of those in charge of the Blytheville Compress, and to the efficient work of E. F. Blomeyer, agent, and H. V. Cook, traveling freight agent.

Tank Truckman Jones Reads Safety Posters and Saves a Life



George Williams (at left), owes his life to M. L. Ryan (center), and R. F. Jones (right). When he was nearly electrocuted at the West Shops recently, these two men resuscitated him.

WHEN George Williams returned to his job in the West Shops of the Frisco Lines at Springfield, Mo., the other day, he immediately sought out R. F. Jones, tank truckman, and M. L. Ryan, safety inspector, and shook their hands heartily and solemnly.

Williams had good reason to be grateful. Had it not been for the presence of mind of his friends Jones and Ryan, his immortal soul would have long since winged on its way, and his wife and three children would have been without father and provider.

At nine o'clock in the morning of August 10, Williams was about his work as boiler tank shop foreman, as per usual. There was a whistle on his lips and joy in his heart as he performed his duties, and disaster was as far from George Williams' mind as France is from a cash debt settlement with "Uncle Shylock."

As the clock struck nine in the Springfield church steeple, Williams had occasion to climb into the interior of an engine tender to see about some work. He wrapped his good right hand firmly around a handle on the tender, and with his left hand he grabbed the steel rung of a ladder to begin the upward ascent.

Then things hapened to Williams.

A frayed electric light wire had made contact with the inside of the

tank, where a boilermaker was at work, and when Williams grabbed the tender and the steel ladder rung, he completed the circuit, although the wooden blocks upon which the tender rested had insulated the boilermaker on the inside of the tank from the shock.

The full 110 volts passed through Williams' body. He could not cry out and he could not let go of his hold on the ladder and tender.

Tank Truckman Jones was working nearby and looked up to see Williams writhing in his efforts to jerk loose from the high voltage. With a leap, Jones was at his side, grabbed him by the seat of his dungarees and jerked him to the floor.

Williams collapsed. His fellow workers thought he was gone. They sent out runners for Safety Inspector Ryan.

But meanwhile Jones and three or four "buddies" who had paid some attention to the posters in the shops announcing the "Prone Resuscitation" method of respiration, went to work on the unconscious Williams.

When Ryan arrived Williams was beginning to respond to the treatment. Ryan completed the job and rushed Williams to the hospital. The next day Williams wasn't at work, but he returned to the job at 3 o'clock the second afternoon, none the worse for wear, beside a slightly burned

INSURANCE PROVES WORTH

Widow and Children of R. H. Dickson Receive Prompt Payment

"THE value to widows and dependent children of group insurance available to officers and employes of this company, first offered by President Kurn to the mechanical department employes, effective June 1, 1923, has in the period of more than three years, demonstrated itself in unmistakable terms," remarked G. L. Ball, superintendent of the insurance department recently.

"The most striking case, and perhaps the most pathetic one just came to my attention."

The case to which he refers was that of Robert H. Dickson, employed as third class machinist, Enid, Oklahoma, reported by W. J. Foley, master mechanic as being absent from duty on July 21, 1926, due to typhoid fever.

Mr. Dickson was brought to the hospital at St. Louis. His condition became alarming and his wife, two girls, (the eldest under five years of age and the second child, a baby in arms) came to the bedside of the sick husband and father, arriving in St. Louis the morning of September 10. Mr. Dickson passed away at 12:30 a. m., September 13, and the widow and two small children were in St. Louis without funds for immediate needs to arrange for the care of her husband's remains and their return home to Enid.

"Mr. Dickson carried insurance in the shop group, and the insurance department in St. Louis was appealed to for aid," Mr. Ball continued. "A telegram was sent to the New York office of the Metropolitan Insurance Company, requesting authority to advance in cash on this death claim, \$300.00, stating to the Insurance Company the circumstances. The insurance company sent a return wire, authorizing payment in full of the claim, (\$1,000.00) which was delivered to Mrs. Dickson in the shape of a check from the treasurer of the Frisco Lines for \$650.00 and the balance, \$350.00 in cash with which amount she was able to pay for services of an undertaker here in St. Louis, and the expenses for herself and children returning on her sad journey. St. Louis to Enid."

hand, but resolved to forever more pay attention to "Accident Prevention."

"I was a goner if it hadn't been for Ryan and Jones," Williams said.

"He was a goner if Jones hadn't jerked him off that ladder," Ryan said.

"I simply paid attention to the safety posters and learned that resuscitation method," Jones said.

But Williams is back at work. His wife and children are safe. And the other employes of the west shops are learning about Safety First, Accident Prevention and the Resuscitation Methods.

JOSEPH HILTON PROMOTED

Succeeds Late G. W. Green as
Industrial Commissioner,
September First

JOSEPH B. HILTON who was appointed on September 1 to succeed the late George W. Green to the position of industrial commissioner of the Frisco Lines, has had a thorough schooling in railroading over a period of twenty-five years. He has been with the Frisco continuously since 1907.



JOSEPH B. HILTON

Hilton was born in Chester, Illinois, forty-three years ago and graduated from the Chester high school in 1900. His first position was that of grocer's clerk in Chester but he began his railroad career in July of 1901 in the engineering department of the St. Louis Valley Railroad, now the Illinois division of the Missouri Pacific.

Hilton joined the Frisco engineering department in 1902, retiring in 1903 to return to Centralia, Illinois, where he took a secretarial course. He returned to the Missouri Pacific in 1904 as clerk in the superintendent's office at Chester, Ill., again joining the Frisco in 1907 as clerk to the general foreman of the Bridge and Building Department at Springfield, Mo. He later served as assistant accountant, statistician to the general superintendent, and in 1911 went to Sapulpa, Okla., as chief clerk to the superintendent. He returned to Springfield in February 1912 as chief clerk to the superintendent of the Frisco's Eastern division and in March, 1915, was made transportation inspector in the office of the general superintendent. Two years later

CAN YOU TRUST MEN?

Phil Coldren in the Joplin, (Mo.) Globe

YOU don't know whom you can trust these days, do you? asks the Newspaper Enterprise Association.

Every fellow out for himself, willing to cut under you for his own personal gain.

Well, let's get out of here. Go somewhere where you can trust your fellow man. But it's a bad night to go out. Dark, stormy and windy.

What's that big line overhead? Oh, merely a high tension wire with enough electricity in it to kill hundreds of persons. But you didn't think a thing of walking under it. You knew that the lineman had made it safe.

Now we'll get in a taxi and ride to the station. Got to hurry, if we're to catch the train. This fellow certainly knows how to drive. Takes a steady hand to keep out of a crash, but we'll not worry about that.

Bump! Big hole in the street. Terrific strain on the springs and the car. But nothing breaks. Sweating men at forge and lathe had done their work well. The others who fastened the nuts and bolts when the car was assembled did their work. We trust our lives to them whenever we ride in a fast car.

Well, here we are at the station. We crawl into our berths and go peacefully to sleep. The train plows on through the dark and storm. One man at the throttle holds the lives of hundreds in his hand. Water streams against the glass through which he peers out at the right of way. One signal missed and destruction awaits. But we sleep on.

Yet some other man, a nonentity in the cosmic scheme, has seen to it that all signal lights are burning.

And other obscure toilers who have repaired the track that day have gauged it and fastened it in its proper place. Our lives have been held in their grimy hands.

And so it goes. Every day we trust our lives to our fellow men, men in far-off places, men whom we never see, men who in the routine of their breadwinning are their brothers' keepers.

Oh, yes, there are some men you can trust!

he was again promoted and assumed the duties of chief clerk to the general superintendent. He was transferred in 1917 to the general offices of the Frisco at St. Louis as special accountant in the comptroller's office and continued in this position during Federal Control of the railroads in the World War period.

In November, 1922, he was made chief clerk to President James M. Kurn, a position he held at the time of his appointment as industrial commissioner.

ANOTHER FRISCO SERVICE

When Mrs. J. T. Odell, wife of road foreman of equipment of the Frisco Lines alighted at Springfield, Mo., from a coach on train No. 4 on July 16, she neglected to take her blue silk umbrella.

"I have received the umbrella in good condition and sure do want to thank you and all concerned for the way the matter was handled. My wife, like many other neglectful travelers, left her umbrella on No. 4 July 16 at Springfield when she changed trains. Just as soon as she made the fact known to the passenger representative at Springfield he got busy and you know the results—I have the umbrella.

"This goes to show that if the traveling public will give the railroad representatives a chance they will straighten out most all of the mishaps that they may encounter while traveling on the trains—no matter whether or not the traveler or the company is to blame."

HE WAS GRATEFUL

George E. Doolittle of Los Angeles, Calif., was in a hurry when he purchased a ticket at Joplin, Mo., on No. 305, en route to Los Angeles via the Grand Canyon of Arizona. John Ackerson, Frisco ticket cashier, sold the transportation and also some accident insurance, but Mr. Doolittle took his transportation and left the window, neglecting to pick up his twenty-five cents in change and his accident policy. The conductor of No. 305 was notified by wire that the change and policy were being mailed Mr. Doolittle at Los Angeles, and Fred E. Clark, division passenger agent at Joplin received the following letter on August 16:

"My Dear Mr. Clark:

It is with pleasure I can acknowledge receipt of my insurance policy together with the twenty-five cents in stamps, also the message delivered to me by the conductor of No. 305, en route to Los Angeles via Wichita, Kans., on August 10. This is what I call real service and I can assure you that any traveling I may have to do in the future will most assuredly be via the Frisco Lines whenever possible.

Thanking you, I remain,

Yours truly,

Geo. E. Doolittle."

INSURANCE COST REDUCED

Reduction of Thirty-seven Cents a Month for Shop Crafts Announced

IN a letter dated August 23, President Kurn announced to the members of the shop crafts a reduction in the monthly cost of their group insurance, due to a return of dividends on these policies by The Metropolitan Life Insurance Company. The future cost of the entire plan to the insured employes will be \$1.50 a month as against \$1.87 during the past three years, a reduction of thirty-seven cents a month.

This reduction constitutes a new plan for distributing the dividends as contrasted with last year and the year previous, when the proportionate share of similar returns was sent to the employes in form of approximately six thousand individual checks. In 1924, \$3.00, or twenty-five cents per month for each month the policy had been carried was returned to each insured member, and in 1925, \$4.20, or thirty-five cents for each month. On this year's dividend return, the employe's share was \$4.44 or thirty-seven cents per month. Instead of calling upon the interested department to make out the six thousand individual checks, it was decided to reduce the cost of the insurance from \$1.87 per month, and President Kurn states that this basis will continue until further notice, on the belief that the annual dividend will make it possible for such a substantial reduction to be continued in force.

"In other words," President Kurn stated in his letter, "an insured employe receives his dividend currently each month, whereas the Railway Company simply retains the dividend paid each year by the Insurance Company, applying same to increase in cost of insurance to the Railway Company resulting from this voluntary reduction in rate to the employe."

The shop crafts insurance plan now provides a life policy of \$1,000 payable in event of death from any cause and with a provision for total and permanent disability before age 60; also an additional \$1,000 in case death occurs by accident; \$1,000 or \$500 in case of accidental dismemberment; \$10 per week in case of sickness or accident of any kind, these benefits beginning on the eighth day of disability and payable for thirteen consecutive weeks. The insurance is accepted by the company without a medical examination and regardless of the age or physical condition of the employe.

The shop crafts group plan was the first of its kind adopted on the Frisco Railroad, and has covered approximately six thousand employes over the three year period. Since then group insurance has been extended to the supervisory and clerks' group.

In Memory of Frank Farris

By E. T. MILLER
General Solicitor, Frisco Lines

THE death of Frank H. Farris, assistant district attorney of Frisco Lines, at his home in Rolla, Missouri, on September 1, 1926, closed a career unique in the annals of legislation, politics and statesmanship in Missouri. Columns have been printed in the public press chronologizing his achievements in those avenues of activity. From early manhood until the date of his death he was a striking figure in the legislative halls of this State, in his party's conventions and in its councils.

But it is not the man as a legislator, a politician or a statesman with which this sketch is concerned. His achievements along those lines have been fully elaborated elsewhere. The Frisco family, in the death of Senator Farris, mourns the loss of a man whose loyalty to the company here represented was surpassed by none; whose untiring energy and perseverance in representing his company's interests are worthy of emulation; whose intimate knowledge of the law and his ability in its application earned for him the admiration of the courts before which he practiced; whose accurate knowledge of men enabled him to obtain many verdicts from juries where others would fail; whose fairness in the trial of a case won for him the respect of the court, the jury and opposing counsel.

In his relations with his co-workers he was ever considerate of their opinions, to which he gave most respectful consideration, and as graciously yielded his position if convinced he was wrong, as he tenaciously supported his views when he knew them to be correct.

Frank Farris loved humanity. In the practice of his profession his ability enabled him to command substantial fees, but his open gen-



FRANK H. FARRIS

erosity, which was ever ready to respond to the call of those in need, left him wealthy only in the possession of the love and gratitude of those he befriended.

Senator Farris enjoyed action. There was not a lazy bone in his body. He was a fearless fighter in behalf of the objects of his friendship and loyalty. During the latter months of his life his bodily suffering was extreme, yet his courageous nature enabled him to sustain it with the same fortitude that made him the type of man he was. The sense of his own physical pain was often overshadowed by his consciousness of the mental anguish of his family and friends because of his suffering.

His body lies in the shadow of the Ozark hills he loved so well. His memory has an abiding resting place in the hearts of his friends.

MONETT MAKES RECORD

M. K. Pace, general yardmaster, Monett, Mo., comes forth with some first-hand statistics that during the month of August, Monett, Mo., handled 70,012 cars.

"This is the largest number of cars ever handled through the Monett terminal," Mr. Pace said.

Included in this total were 308 cars which were carded for light weighing, while 219 of them were re-weighed and re-stenciled.

The forces at Monett have been doing a mighty fine job of handling at that point. More power to them, and the *Magazine* columns are open to printing records of this sort from other points.

VETS' AUXILIARY MEETS

Mrs. Robert Whelan, president of the Auxiliary to the Frisco System Veteran Employes' Association, called a meeting of that body at Springfield, Mo., August 30.

Many matters of importance were brought up and discussed, one of them being a plan to hold a meeting of this organization on each division of the railroad. The first meeting was called at Sapulpa, Okla., on October 7. Invitations are now being issued to the wives of the veterans of this association, who will be advised more in detail through a personal letter.

Every eligible member of this association is urged to attend this meeting.