

## These Springfield Employees Keep the Power Ahead of the Pounds



The boys in the above picture "keep the power ahead of the pounds" as employes of the North Roundhouse at Springfield, Mo. The faces of most of these stalwart workers will be familiar to many Frisco people. The photograph is by B. F. Edmondson, of Springfield, Mo.

### THE WORK OF AN UNSEEN HAND

(Continued from Page 9)

train sheet is a space provided for notations on progress of east and west bound trains, separated by a list of stations with the distance between each, set conveniently nearby. In another space is written the numbers of the trains, whether passenger, freight or local, and when the train has passed a station, the dispatcher receives a call from the operator. By the use of the telephone, which has displaced the old Morse code system, he follows the trains each second of the time and arranges through the operators, a meeting point. Besides the train sheet the dispatcher has an order book in which he copies the orders and instructions which he transmits, so in case of any irregularity it will be his evidence of having delivered the order correctly. These books are important to verify any questions which might arise.

"You say there is a good chance for a mistake to be made in the voice—a syllable misunderstood over the telephone? Let me tell you how it is practically impossible for a mistake to be made," he said. "Every word of any importance is repeated and spelled out, such as engine numbers, meeting points and time. The operator at the other end of the line repeats the order and also spells out the important words, letters and figures as he copies it."

The little station of Newburg, where many of the eastern division passenger engines are turned, is 119 miles from St. Louis and 119 miles from Springfield. It is located in the valley between several large hills. Due to the length of the trains over this stretch of road, there are on an

average of nine hill engines used every twenty-four hours, helping every train of ten or more cars going east out of Newburg.

"Newburg is the point where the freight and passenger engineers change crews," he remarked. "The large engines on Nos. 7 and 9 go through from St. Louis to Oklahoma City. Due to the hills around Newburg, 700 class engines pull 1,000 tons east, and 650 tons west. The 1 to 60 class engines pull 2,900 tons east, 2,000 west. Train No. 10 is one of our longest passenger trains going through Newburg and often there are thirteen and fourteen cars. On July 4, 1925, train No. 12 went into Union Station, St. Louis, with 23 cars, but, of course, that was a rather unusual occurrence."

The third trick which Mr. Morgan works is from 4:00 in the afternoon until midnight. The other two trick men are G. E. Cromer, who works from 8:00 in the morning until 4:00 in the afternoon, and D. R. Miller, who works from 12:00 midnight until 8:00 in the morning. J. H. Davis and F. H. Donaldson are the two chief trainmasters at this point. The trick men are relieved one day a week by an extra man, F. A. Smith.

Mr. Morgan has lived in Newburg for the many years he has been with the Frisco at that point. His friends are numerous. Two single daughters live with him and Mrs. Morgan in Newburg. He also has two married daughters and one married son.

"What do you do with yourself in your spare moments," he was asked. "I don't know why I should like speed in my off moments," the dispatcher smiled, "but I do. Guess I don't see enough of it during the trick. But be that as it may, my hobby is horse racing. I haven't

missed a Kentucky Derby for five years, and I don't want to miss one for the next twenty."

And the reporter left, wondering which this remarkable man could do best without—the tearing speed of the steel locomotive, or the supple swiftness of the thoroughbreds.

### CO-OPERATE

A little more kindness, a little more thought,

A little more pull-together helps a lot,

A little more help to your fellow-man, Is a darn good point in prosperity's plan.

A lot less kicking, men better behave, A little less wasting—means a lot saved.

A little more caution and watch your step.

A lot less talking and a little more pep.

A little more ethics in all we do, A little more vision will bring us through.

It's a long pull together that wins the day,

Co-operate—to prevent accidents every day. —Anon.

### Enforced Penance

A colored parson, calling upon one of his flock, found the object of his visit out in the back yard working among his hen coops. He noticed with surprise that there were no chickens.

"Why, Brudder Brown," he asked, "whah'r all yo' chickens?"

"Huh!" grunted Brother Brown without looking up, "some fool nig-gah lef' de do' open an' dey all went home."

**WINS DANCING PRIZE**  
**Miss Grace Webber of Frisco Lines**  
**Wins "Finale Hop" Cup**

**M**ISS GRACE WEBBER, of the abstracting department, Frisco Lines, St. Louis, is the proud owner of a loving cup which she wouldn't take "all the world for."



GRACE WEBBER

The cup was won by Miss Webber and her partner, Raymond Maeder, in a contest at the Forest Park Highlands on the night of September 3, and was presented to the couple by Col. Ben Brinkman, owner of the park.

The dance which won the contest was the new "Finale Hop" and Miss Webber and her partner were contesting with thirteen other couple.

"We both like to dance, and we often go to the Highlands. As to winning this lovely cup, neither one of us even suspected that we would win it. There were so many other couples after it too, and when we found they had selected us as the lucky couple, Raymond and I both were so tickled we couldn't talk," she continued.

Miss Webber, who is a charming blond, termed it a "thrill" to be acclaimed the winner of such a prize, but a series of thrills followed, when the couple appeared on the bill at the Grand Central Theatre, St. Louis, the week of September 18, where they interpreted for St. Louis audiences, the intricate steps of the "Finale Hop" which promises to replace the Charleston in popularity.

"Was I excited," she said, as her eyes danced. "I should say I was and I don't know how I ever got over that first night, but now that it's all past, I'm still happy over it and I shall treasure my loving cup always. It will always recall many happy hours to me."

**Frisco Booth a Feature at**  
**St. Louis Exposition**

*Samples of Many Industries on Lines Shown During*  
*September 4-19*



**T**HE industries on Frisco Lines were well represented in the display in the Frisco Lines booth at the Greater St. Louis Exposition, held in Forest Park, "Exposition City", St. Louis, Mo., September 4 to 19.

The booth was one of the most elaborately decorated of any, and, due to the great diversity of the crops and commodities, grown and manufactured on Frisco Lines, the display was given over to a sample from as many of them as could be secured and displayed.

There were samples of oil from the Tulsa fields; grapes from the Arkansas vineyards, apples, peaches and watermelons from various points on Frisco Lines. One of the largest melons ever on display in St. Louis, occupied a position of prominence in the exhibit, with a placard nearby which informed the stream of people passing hourly, that it weighed 104 pounds and was grown near Hope, Arkansas. Some of the many items on display from plants and industries

were: bottled goods, including, vinegar, coca cola, grape juice; glassware, shoes, lard, salt, coal, flour, grains of all kinds, brooms, mattress goods, marble slabs, tobacco and jellies.

The exposition was fostered by the St. Louis Chamber of Commerce and the City of St. Louis, and presented industrial, commercial, artistic and scientific progress of seventy-five years. The exposition covered forty-five acres of towering pylons and exhibit pavilions, brilliantly lighted.

One interesting feature of the architecture of Exposition City was the "Court of Presidents", in which large modeled busts of the Presidents of the United States were displayed.

The amusements included everything from "elephants to grand opera". A thrilling military review, employing 10,000 men, was presented twice daily in co-operation with the War Department.

J. N. Cornatzar of Frisco Lines was chairman of the transportation committee and J. B. Hilton, industrial commissioner, had charge of the booth.

**The Way It Sounded**

Slender Young Man—May I have this dance, Madam?

Plump Young Lady—No, thank you; I am too danced out!

Slender Young Man (a trifle deaf)  
 —Oh, not at all, Madam. Why, you're just pleasingly plump.

**It Won't Work**

Rover—They are talking of reviving the old-fashioned whiskers.

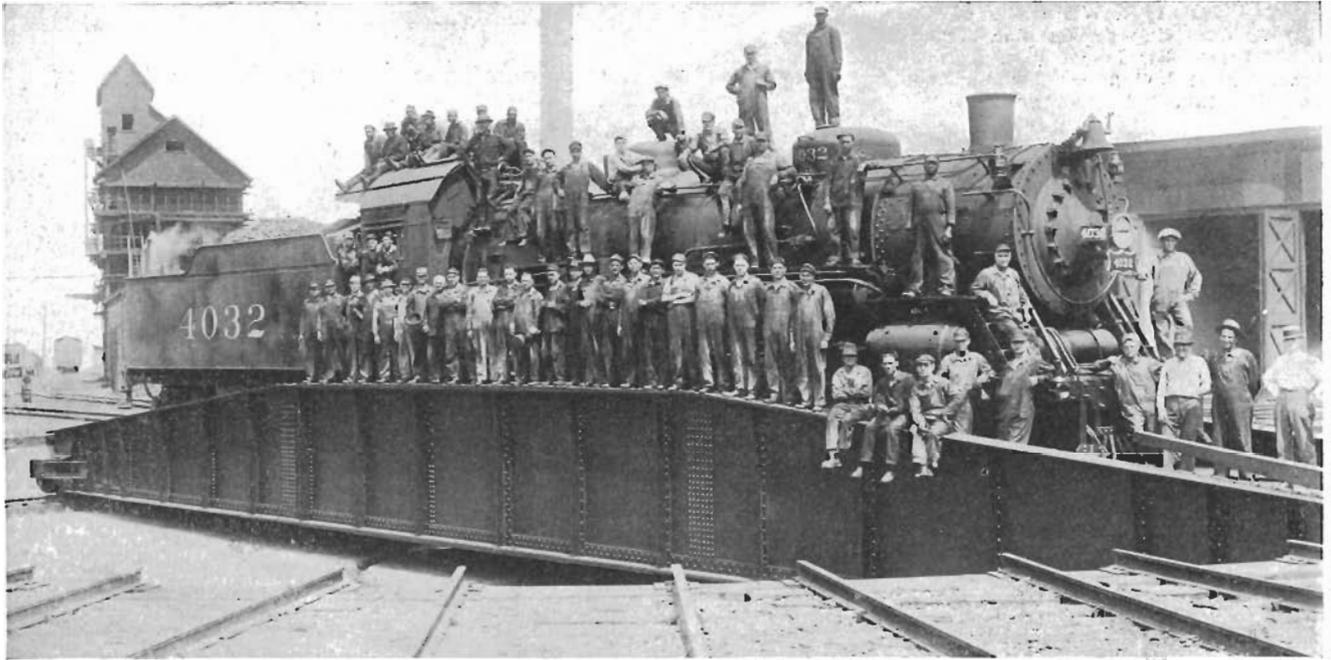
Grover—The women won't stand for that.

Rover—Why not?

Grover—It would make the male sex too distinctive!

## New 100-foot Turntable Completed at Fort Scott, Kansas

By LEO D. CHUMLEA



Fort Scott mechanical department employees were celebrating the completion of their new 100 foot turn table when this picture was taken. The turn table was completed August 23, at a cost of \$42,000.

**F**ORT SCOTT mechanical department employees are jubilant these days over their new 100 foot turntable which was installed and placed in operation August 23.

The new turntable replaced one which had been in service at Fort Scott for many years, and as the accompanying picture will show, it is the latest in turntable construction.

Actual work on the new structure began on June 3 in charge of B. H. Crosland, assistant engineer of the Northern division. Mike Abbiatti, bridge and building foreman, worked a gang of twenty-five men on the foundation work and a steel gang in

charge of Fred Ketchum, steel foreman, erected and placed the girder.

The table is known as the through girder type, is operated with an electric tractor attached to one end of the table, and is of sufficient capacity to handle any class of engine now on Frisco Lines, including the Mallets. The estimated cost of the table complete is approximately \$42,000 and the cost of the girder alone was approximately \$10,500.

The total weight of the table complete is 100 tons. The circle wall and foundation for the center contain 503 cubic yards of concrete composed of 576 sacks of cement, 13 cars of gravel and seven cars of sand.

The center foundation rests on solid shale rock and approximately 1,000 yards of the shale rock were excavated in connection with placing the foundation.

The work of construction presented a complicated problem in operation. It was necessary to keep the old turntable in operation until the last two weeks of the work, and traffic in and out of the roundhouse was carried on over 33 tracks by means of temporary supports. All of the solid rock encountered in the circle wall foundation was blasted and it is a credit to the men and foremen in charge that there was no accidents necessitating time off.

### BI-SECTIONAL

By Bernard Finn, Editor, *The Sarcxie (Mo.) Record*

A section man was Barney Gray;

His vices they were few;  
He put in every working day  
On Section Number Two.

He had a wife of pious mind  
And brownish colored hair;  
To virtue she was much inclined;  
She had great faith in prayer.

So every night when chores were done,  
The Throne of Grace she'd woo:  
"Lord, send the train in safety on  
O'er Section Number Two!"

Gray worked away with spade and maul  
While comrades bantered slang;

His foreman had a funeral—  
Then Barney bossed the gang.

His wife, more fervent than before,  
For favors prayed anew:  
"Lord, send the train in safety o'er  
This section, Number Two!"

The years rolled by as years will do,  
The seasons came and went  
On Barney's section, Number Two,  
Without much accident.

Transferred was Foreman Barney Gray  
Two sections up the line;  
That night his wife knelt down to pray  
Unto the Power Divine:

"Dear Lord, attention I implore,  
While I petition you—

The trains keep safe on Section Four  
We're off of Section Two!"

### Cheerful Prospect

George—Did you sound the family  
about our marriage?  
Georgette—Yes, and Dad sounded  
the worst.

### Easily Done

Wife (tearfully)—You've broken the  
promise you made me.  
Husband—Never mind, my dear.  
I'll make you another.

### Being Careful

Hopper—Do you ever use Kickum's  
Bay Rum?  
Popper—Not since the doctor told  
me I had a weak heart!

## Monett Yards Section Gangs Claim World's Record for No Accidents

*No Personal Injuries Reported for Fifteen Months—They Challenge Other Section Gangs to Duplicate Record*



The section workers pictured above challenge any Frisco section crew to break their record for no accidents. Since July 2, 1925, there has been no personal injury in the gang. The men are, reading left to right, top row: J. W. Riddle, assistant foreman; Roy Stolle, foreman; J. A. Rollen, roadmaster and Noble Overby, extra gang foreman. Second row: Bill Allen, Jim Bocdecker, Walter Beck, Arthur Farmer, Jim Gray and Buster Morris, laborers. Third row: John Waltrip, John Fink, Marion Burge, Lee Highbarger, Ben Underwood and Alvin Thomas, laborers. Fourth row: Frank Walker and Green Wilson, laborers. Bottom row: A. B. Burg, Amber Kelley, Wm. Shoemake, (spokesman for the gangs); George Morris and Geo. Blackwell, laborers. Several members of the gangs were on duty at the time the photograph was made, and could not be included.

WHEN William Shoemake, a laborer in the Monett yard gangs stood up at the accident prevention meeting in Monett, Mo., on August 10, and told those within the hearing of his voice that his section gang of twenty-four men held the world's record for accident prevention among section workers, there were a few dubious souls in the audience.

But Shoemake's statement has been verified. The twenty-four men charged with the maintenance of sections 66 and 67 do hold the record, insofar as an extensive investigation has failed to uncover a better one.

On July 2, 1925, the men reported their last accident—one year and three months ago. There has not been a single, solitary personal injury since that date, and the records on

the gang in the office of the claim agent at Monett are white as snow to prove it.

According to Roy Stolle, the foreman, in that length of time they laid five miles of rail in a year; changed out old track every day, working from 8:00 a. m. until 5:00 p. m. and with twenty-four men on the job the entire record-breaking span. In the Monett yard, which is under their jurisdiction, there are 186 switches and 128 switch lights to care for, scattered over 32 miles of track.

Mr. Shoemake's explanation of this long record without an injury, is that they have all learned the secret of co-operation.

"We get on the job about 7:30 a. m. and before we start we talk over the work for the day. Then we start out on our section. The secret, or

### FOUR GENERATIONS



Representatives of four generations of the Graham family, with a total of two hundred and five years, posed for the above picture. Wm. H. Graham, material inspector for Frisco Lines, stands at the extreme right of the picture. He is 60 years old. His father, John Graham, 94 years, is seated. At his right stands Edward F. Graham, 39 years of age, a son of William Graham. Edward's son, Edward, Jr., aged 12, is at the extreme right of the picture. The Graham's live at Springfield, Mo.

rather one of the secrets of our fine team work is that only one of our men speaks—the foreman. When we start to pick up a rail—every man stands almost at attention, waiting for our foreman to direct us. Nobody talks. Then the foreman tells us just what to do. Most of the men in these gangs have been with us five or six years and they are trained."

"I used to run a livery stable, and if I got a horse that I couldn't control—a horse that refused my training, I got rid of him. That same thing works with our gang. If we find a man who won't co-operate—won't listen to the foreman and take his directions, we get rid of him," was his fitting comparison.

"In the month of June this year," he continued, "we laid over a mile and a half of steel in Monett yard. Another reason for our long record without an injury must be due to the fact that every member of the gangs appoints himself an accident prevention agent to see that his fellow workers do not get injured. If we see one doing something wrong which might result in an injury, we tell him or warn him of the possibility of an injury. I believe that our thorough understanding and co-operation has brought about our fine record."

## Frisco Employes Decrease Amount of Equipment Damage 10.48 Per Cent First Eight Months of 1926

SYSTEM wide co-operation and carefulness in handling equipment has resulted in a decrease of 10.48 per cent in the amount of damage to Frisco equipment for the first eight months of 1926 over the first eight months of 1925, figures from the office of the operating department statistician show. There is, however, an increase of 7.60 per cent in the number of cars damaged, and in a letter to all Superintendents on September 9, Mr. M. M. Sisson, assistant general manager says: "It will

be necessary to continually keep behind this subject if we are to make a better showing at the end of the year than was made last year."

The eight months' report includes the months of January to August and gives the Central division first place among its fellow divisions, with only 10 damaged cars at a damage amount of \$437.00. Springfield continues to hold first place among the terminals with seven damaged cars at a value of \$895.00. The Memphis terminals

has the "cellar position" again, with 179 cars damaged, and the Southwestern division has a similar position in the percentage columns with 127 damaged cars.

The slogan for August was "Use Proper Caution in Handling Railway Equipment and Prevent Rough Handling," and was submitted by H. M. Dowling, demurrage clerk, Seventh Street Station, St. Louis, Mo.

The table of percentages for the first eight months follows:

DIVISION OF TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PERCENT DAMAGED TO TOTAL			STANDING		
	1926	1925	1924	1926	1925	1924	1926	1925	1924	1926	1925	1924	1926	1925	1924
<b>TERMINALS</b>															
Springfield .....	7	15	30	\$ 895.00	\$ 871.00	\$ 2,421.50	527,799	558,776	486,771	.0013	.0027	.0062	1	1	1
Birmingham .....	36	53	49	3,368.00	1,514.00	700.50	567,568	467,668	412,856	.0063	.0113	.0119	2	2	2
St. Louis .....	58	61	83	2,801.00	3,341.00	2,893.00	523,810	516,613	448,680	.0111	.0118	.0185	3	3	4
Tulsa .....	124	156	218	2,122.00	4,494.50	7,284.00	432,149	563,586	464,426	.0252	.0277	.0469	4	5	6
Memphis .....	179	107	141	7,395.95	4,794.00	4,381.50	760,955	800,470	825,366	.0235	.0134	.0171	5	4	3
Kansas City .....	143	132	143	3,420.00	4,132.00	2,902.00	469,495	466,204	441,784	.0305	.0283	.0324	6	6	5
Total .....	547	524	664	\$20,001.95	\$19,146.50	\$20,582.50	3,341,776	3,373,317	3,079,883	.0164	.0155	.0216	..	..	..
<b>DIVISIONS</b>															
Central .....	10	5	29	\$ 437.00	\$ 1,063.14	\$ 593.40	274,532	267,257	238,516	.0036	.0019	.0122	1	1	2
Eastern .....	31	11	31	750.28	610.00	1,113.76	603,310	591,256	474,899	.0051	.0019	.0065	2	2	1
Southern .....	41	50	101	2,456.00	4,618.10	1,960.82	644,384	607,796	574,735	.0064	.0082	.0176	3	4	4
Western .....	19	20	24	2,077.00	541.00	2,101.00	172,120	166,526	144,734	.0110	.0120	.0166	4	5	3
River .....	39	84	212	854.00	3,664.00	4,639.00	324,269	297,385	296,424	.0120	.0282	.0715	5	7	7
Northern .....	106	49	125	1,752.10	2,350.75	3,253.58	750,307	725,003	649,312	.0141	.0068	.0193	6	3	5
Southwestern .....	127	101	207	3,000.50	2,677.51	4,721.25	754,664	758,934	631,438	.0168	.0133	.0328	7	6	6
Total .....	373	320	729	\$11,326.88	\$15,524.50	\$18,382.81	3,523,586	3,414,157	3,010,058	.0106	.0094	.0242	..	..	..
Texas Lines .....	14	24	6	\$ 233.00	\$ 585.50	\$ 129.40	103,729	114,046	102,723	.0135	.0210	.0058	..	..	..
Total System	934	868	1399	\$31,561.83	\$35,256.50	\$39,094.71									
Per cent Increase 1926 over 1925—Number Cars 7.60%. Per cent Decrease 1926 over 1925—Amount Damage 10.48%.															

### A TOUR ABROAD WITH TWO FRISCO GIRLS

(Continued from Page 7)

we went over this same territory which our boys traveled—under vastly different circumstances.

The first stop our party made was at Rheims—where we placed a wreath on the statue of Joan of Arc, which is directly in front of the famous Rheims Cathedral. This Cathedral is one of the most wonderful places we visited and we marveled at the architecture.

One day we visited the tomb of the unknown soldier under the Arch of Triumph, in Paris. An interesting item about this tomb, is that it is directly under the arch. For years Parisians had a fence around this section of ground, stating they would never remove that fence, or let anyone walk on that ground until France had gained a decisive victory over Germany. The fence was removed after the armistice was signed, and on this sacred ground the tomb of the unknown soldier of the World War was placed—a most fitting and wonderful place for it, so we thought.

Of course while in Paris, we visited the famous Notre Dame Cathedral, where we were astonished at the remarkable state of preservation in which we found this Cathedral, built in the twelfth century.

The famous cellars which house

"Mums' Extra Dry Champagne" are located near Paris, and we visited here on one of our short trips. We arrived just in time to see 600 workmen going to lunch, each carrying a bottle of wine. There are 12,000,000 hogsheads stored in these cellars, and during the World War this place was the home of 1,200 people.

Our trips in and around Paris were numerous. We noticed the people particularly, and the best dressed were always Americans. There were no striking types among the native folk of France. Most of the women wore black.

Every evening everybody dresses in evening clothes, if they go out for dinner. Little restaurants, with tables on the sidewalk are common all over Europe.

The night life of Paris, of which we saw quite a little, is patronized mostly by Americans. Americans everywhere! We visited a number of the night clubs where they have professional dancers. You ask to dance with them and then slip them a tip, and if it isn't enough, you hear about it! One night, the police had to hold back the great crowd of beggars who nearly tore us apart, begging for money. If we asked a French man or woman a question, they would first extend their hand for a tip before giving us the information. Suppose our party must have looked prosperous, for we traveled in Rolls-Royce

cars and in a first-class manner, always staying at the best hotels and getting the best service everywhere, but an American to a Frenchman, means "money"!

One night we visited a peculiar club—we entered it through tunnels. When we finally reached the interior, the tables were coffins—the chairs were made from coffins. Green lights were planted sparingly, and at intervals a skeleton would pop up from nowhere and disappear again. Professional dancers entertained us. The place was spooky and we all had rather bad dreams that night.

Our stay at Paris lasted from August 2 until August 5. On August 6 our party left for Geneva.

Our itinerary was as follows, in the order of the places visited: Paris, Geneva, Milan, Venice, Florence, Rome, Genoa, Lucerne, Frankfort and Cologne.

We will tell you more about our trip, continuing on to Geneva and the other points, in succeeding numbers of the Magazine.

(To be continued)

### Just Around the Corner

"Is this the fire department?" yelled an excited man over the telephone.

"Yes. What is it?"

"How far is it to the nearest fire-alarm box? My house is on fire and I want to turn in a call."