

The FRISCO EMPLOYEES' MAGAZINE

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By the

St. Louis-San Francisco Railway Co.

Edited by WM. L. HUGGINS, Jr.

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**A NEW NAME FOR YOUR JOB**

WE were riding along at a good clip over the splendid track from Kansas City to Springfield, Missouri, on the SUNNYLAND, when my friend, and fellow Frisco employe, seated in the Pullman with me, pulled his hat down over his eyes, settled down in his seat and folded his hands.

"I've been thinking lately and just wondering if the average employe of this great system understands just what his association with the Frisco means.

"A long time ago this railroad was started by men with moneyed influence back of them, and I'd liken this railroad, and a man's position with it, to a grand inheritance which he has received, and which draws semi-monthly interest."

He was silent for a few moments.

"Each employe of the Frisco Railroad has fallen heir to this legacy. Every day an employe works, he contributes to the principal, and twice a month he draws his interest in the form of his income. The labor which he contributes is his capital invested, from which he draws his wages."

He pulled from his pocket an old envelope and began to figure. "Now, look here," he said, after a few moments, "suppose a man receives a salary of \$100.00 a month. Such a salary would indicate that he had invested in the Frisco Railroad in capital (which would be his labor), a sum of \$20,000, because \$1,200.00 a year is the interest on \$20,000 at 6 per cent, which is a pretty good rate of interest; more,

you know, than the average railroad investment returns. If he receives \$200.00 a month, it would indicate a labor investment of \$40,000, and so on. Pretty big problem, this grand inheritance turns out to be, after all!"

This was a "different thought", indeed, and it proved even more interesting as he went on, elaborating also on the satisfaction and gratification each man receives in various ways.

"Besides this semi-monthly income or interest, whichever you want to call it, each man gets from his work a certain satisfaction. There is the rather indifferent man; he puts into his work about half his pep and enthusiasm and interest. What does he get? a pay check—but not nearly so large as he would like to get. Then there is the employe who finds that a little work on the side—a little overtime brings him information which makes him just a little more valuable to his foreman. This overtime and this outside work has cost him several hours a week, but isn't there a smile of satisfaction when the pay envelope is opened and the check reads \$75.00 instead of \$50.00?"

"As I go over the line I particularly notice apprentice boys, and one of them said to me the other day, 'You know, I've got my eye on a job as a foreman and I'll get it some day, when I'm capable of holding it', and I have no doubt but that some day he will get it. Each day he is putting in more capital, which is his labor, and as he does so the principal grows and he will some day draw out the interest in large lumps."

A grand inheritance!

A new name for a railroad job—yet there was never a truer name given anything. The Frisco Lines boasts of its loyal and enthusiastic employes—ever boosting Frisco stock and equipment, and it is just this that has put the Frisco in the group of leading railroads of the country.

Its employes have contributed to the capital well—they have contributed generously.

Then there is another thought which proves a spur to the ambitious, and that is that the ladder to the goal called "Success" is never overcrowded. No matter how many men apply for a certain class of work, the man with the greatest amount of capital to offer, which means the man most skilled for the job, is sure to win. He has invested his all in an inheritance started years ago. This inheritance pays well in dividends, and the man who puts the most in, draws the most out.



Sour Fruit

"Who was that peach I saw you with last night?"

"She wasn't a peach—she was a grapefruit."

"Why grapefruit?"

"I squeezed her and she hit me in the eye."

Bang! Bang!

The famous criminal lawyer had won a shockingly bad case by eloquence and trickery, and a rival lawyer said to him, bitterly:

"Is there any case so low, so foul, so vilely crooked and shameful that you'd refuse it?"

"Well, I don't know," the other answered with a smile. "What have you been doing now?"

Telegrams

An Idaho man was fishing in Lake Crescent recently. He caught a big northern pike, the biggest he had ever landed in his long and busy life. Almost crazy with joy, he telegraphed his wife: "I've got one; weighs seven pounds and it is a beauty.

The following was the answer he got: "So have I; weighs ten pounds. Not a beauty—looks like you. Come home."

Debts

Customer: "I've brought that last pair of trousers to be reseated. You know I sit a lot."

Tailor: "Yes, and perhaps you've brought the bill to be receipted, too. You know, I've stood a lot."

A Boid!

Teacher: "Can any of you children tell me what a stoic is?"

Pupil: "Please, teacher, a stoic is a boid whot brings in the babies."

Equality

Bachelor: "The time will come when women will get men's wages."

Married Man: "Yes, next Saturday night."

All Shot Up

An intoxicated man was brought in to court.

"Name?"

"Gunn, yer honor."

"Gunn—you're loaded."

"It won't happen again, yer honor, hic!"

"Suspended sentence, Gunn—you're discharged."

And the report was in the papers the next day.

All the Same!

"How will you have your eggs cooked?"

"Make any difference in price?"

"No."

"Then cook 'em with a nice slice of ham."

Who'll Do It?

"What's your opinion of civilization?"

"I think it's a good idea. Somebody ought to start it."—Exchange.

Will and Won't

A darkey was struggling with a balky mule when a bystander said: "Mose, where's your will power?"

"Mah will power am right wid me—but you oughta see dis yer animal's won't power!"

Ford Special

A new conductor in the Hoboken district asked if Henry Ford had anything to do with the Pullman Company. When told he did not and asked why the query, he said: "Coming down this morning I saw the Hansford, Eckford, Brooford, Pickford, Spofford, Radford and Henrietta, all in one train."

Serene

The Florida beach and blue sea looked inviting to the tourist from the North, but before venturing out to swim he thought to make sure.

"You're certain there are no alligators here?" he inquired of the guide.

"Nossuh," replied that functionary, grinning broadly. "Ain't no 'gators hyah."

Reassured, the tourist started out. As the water lapped about his chest he called back:

"What makes you so sure there aren't any alligators?"

"Dey's got too much sense," belovled the guide. "De sharks done skeered dem all away."—Exchange.

Has It Happened to You?

Chief clerk to young lady file clerk just back from her vacation: "Miss Emery, we've hunted ever since you left for that file on the killing of Farmer Head's two steers. Can you locate it?"

"Certainly," and she produced it in two seconds.

"That's it, but where did you have it filed?"

"Why, there's only one possible place, right here under 'Dead Freight.'"

Henpecked!

"Our new kitchenette is just large enough for one to work in," remarked the newlywed.

"Jokes on your wife at dishwashing time, eh?" asked his friend.

"No-o-o. But I don't mind drying them, too, while I'm at it."—Legion Weekly.

Ever So Often

"How soon can I get a street car?" asked the stranger of the native of the remote suburbs where the trolley service is something of a myth.

"Hmmm," meditated the native. "Looks like you just missed one."

"How can you tell?"

"The tall weeds between the tracks are all flattened out."—Exchange.

A Reputation

Emanuel Jackson, mule tender, appeared one morning on crutches.

"Lawsy," exclaimed a friend. "Ah thought yo' was one o' de bes mule han'lers in de business."

"So ah is," affirmed Emanuel proudly, "but we got a mule in dis mo'nin' dat didn't know may reppitation."—Exchange.

Anyhow He Sang

Mother (to Bobby)—"Surely you did something else but eat at the school treat?"

Bobbie—"Yes, mummie. After tea we sang a hymn called, 'We can sing, full though we be.'"

Mother learned later that the hymn selected had been, "Weak and sinful though we be."—Exchange.

In a Whirl

Absent-minded Professor (going around in one of those revolving doors)—"Bless me! I can't remember whether I was going in or coming out."—Boston Transcript.

Exercise Does It

As the dancer took his fair partner down to supper, she seemed to hypnotize the waiter, for he seemed incapable of taking his eyes off her.

At last the dancer could stand it no longer.

"I say, my man," he observed, "what makes you stare so rudely at this lady?"

"It ain't rudeness, sir, believe me, it ain't," returned the waiter. "It's genuine admiration. This is the fifth time she's been down to supper to-night."

AMERICAN RAILWAYS ARE SUPERIOR TO THOSE OF EUROPE

(Continued from Page 10)

to the time of its departure. On the other hand, in Europe when he goes to the office of the sleeping car company, he is likely to be told that all sleeping car space on every important train has been sold for a week or even two weeks ahead. If he is an experienced traveler on the continent he is likely then to "slip" the ticket clerk a dollar, after which he will probably find that he can get space on a sleeping car on a train leaving within few hours.

The necessity of bribing sleeping car employes to get berths or compartments, which prevails so widely in continental Europe, is fortunately entirely unknown in the United States. Furthermore, the cost in American money for sleeping car service in Europe is much greater than in the United States. I speak from an extensive personal experience, because I have used sleeping car service repeatedly in Great Britain, France, Germany, Italy and other European countries, and have kept a careful record of the length of time it has taken me to get accommodations and what it has cost, including the bribes it has been necessary, outside of Great Britain, to pay the sleeping car employes.

The editor says: "I have traveled a great deal in Europe last summer, and was never on a late train." If my experience is any criterion, he was unusually fortunate. I myself have been twenty-four hours late in going from Rome to Paris on the de luxe Rome Express. The last time I went to Europe the train on which I traveled from Cherbourg to Paris, a comparatively short trip over the French state railway, was 4 hours late. Likewise the train on which I went from Basel to Paris was more than an hour late arriving at Basel.

I held tickets for three reservations in the sleeping car at Basel. The sleeping car conductor told me that the compartments in which I had reservations had been sold to other persons at Innsbruck, and that, therefore, my party would have to sit up all night in a day coach. After he found that I was one of those insolent Americans who can make a frightful row, he discovered he had sleeping car space for us after all.

There are some respects in which the passenger service of the railways of Great Britain, Germany and France is better than that of the United States. For various reasons I have found it more comfortable and pleasant to make daylight trips on them than on our railroads. But because of the much greater distances in the United States it is necessary for people to make many more trips that extend through the night and part of the day in this country than in Europe. For this long-distance travel our passenger service is greatly su-

Frisco's Longest Bridge "Gateway to Memphis"



J. T. Wood, car inspector of Memphis, Tennessee, took this photograph of the old Memphis bridge. "This view shows the Frisco gateway to Memphis," he said. The old Memphis bridge, the longest on the Frisco system, was erected in 1892, and is now under reconstruction.

perior to that of Europe. None of the European railways have the spacious compartments and drawing rooms, with fine toilet facilities, the club cars and the observation cars that our railways provide on their good trains.

Furthermore, every class of passenger service in Europe costs the traveler more than any class of service in the United States with which it can fairly be compared. The average passenger rate is lower there, but this is because about four-fifths of their passenger travel is at low rates in third and fourth class cars which—excepting in Great Britain—usually are very crowded, and in which the seats often are very hard wooden benches.

Of course, as is well known, freight rates in Europe are much higher than in this country, in spite of the much lower wages of labor in Europe. The ability of our railways to pay much higher wages, and at the same time charge much lower freight rates, is mainly due to economies effected by the much larger carloads and trainloads in which freight is handled in this country. These much larger carloads and trainloads are, of course, due to the policy of our railway managements in constantly putting bigger cars and more powerful locomotives into service as rapidly as conditions warrant it. The carload and trainload of freight in Europe probably does not average one-third as large as on the railways of the United States.

Apology Accepted

"Mac, I'm very sorry to find you in this state of intoxication."

"Ye're verra sorry, pairson?"

"Yes, Mac, I'm really very, very sorry."

"Ah, weel, if ye're verra, verra, verra sorry, I'll forgive ye."

IN MEMORIAM

(Continued from Page 29)

daughter, is the wife of C. A. Tuebner, Frisco agent at Pleasanton, Kansas. Mr. Miller's pension allowance was \$20.00 a month and up to the time of his death he had received a total of \$3,140.00.

STEPHEN JAMES POWERS, pensioned Frisco conductor of 7544 Prospect Avenue, Kansas City, Missouri, died at his home on December 30, 1926. He was born on a farm near Madison, Wisconsin, on December 26, 1860, and entered the service of the Frisco Lines as a freight brakeman on January 12, 1885. He served continuously as freight brakeman, freight conductor and then as passenger conductor on the northern division until the time of his retirement on July 31, 1925, which was due to ill health. He leaves a widow, Mrs. Dora E. Powers, two daughters and six sons. His pension allowance was \$75.45 a month, and up to the time of his death he had received a total of \$1,282.65.

Neither Did We

"What does the chemistry professor get?"

"Oh, about \$3,000 a year."

"And the football coach?"

"About \$12,000."

"Quite a difference! 'T isn't right!"

"No? Did you ever hear 40,000 people cheering a recitation in chemistry?"

Days of Grace

Pedestrians know that they are safe from the motorist driving a brand-new car. The motorist doesn't care to dent his fenders the first thousand miles or so.—Exchange.

A CHAFFEE GROUP



The engineering department at Chaffee, Missouri, must be a jolly old place to work, girls, considering that it numbers on its staff the boys photographed above. Reading from left to right they are: Joe Jarboe, chairman; Bert McAllen, rodman; Buddy McBride and Jimmie Ferguson, instrumentmen.

THE ROOM MATES

Many complimentary comments were received by Miss Marie Starkey, talented daughter of J. C. Starkey, auditor passenger accounts of the Frisco Lines at St. Louis, when a poem which she recently composed appeared in the "Flamingo," a booklet published by Denison University students at Grandville, Ohio. The poem, "The Room Mates" is one of her best. Miss Starkey, who will graduate from the university in 1928, is an honor student, and is on the staff of the "Flamingo."

With her permission, "The Room Mates" is printed below:

I've taken my luck where I've found it,
I've rated and I've sworn in my time.
I've had my picking of room mates
And four of the lot were fine.
One was blue-eyed and pretty,
One was a flirt through and through.
One didn't know what worked looked like,
And one was never blue.

Now I'm not much good with room mates,
For taking them all along,
You never can say till you've tried them
And then you may be all wrong.
There's times when you feel you've been slighted
There's times when you tire of the strife,
But the things you'll learn from each one in turn
They'll help you a lot in life.

I was a freshman that year
And luck was kind to me,
Alice did my Algebra
While I looked on in glee.
But soon I learned to my sorrow,
That she had a passion for fur.
No more did I wear my Coon coat—
And I learned about room mates from her.

Then I moved next semester
And chose another one
She had a fiery hot temper
And blazed away like the sun.
But she calmed down considerable
And we were real chums as it were.

Till she fell in love with my man—
And I learned about room mates from her.

Once again I tried my luck,
And thought that Ann was just fine,
She took me home for week-ends,
And I always had a good time.
When it came to cleaning the room,
She didn't give a care,
And I swept, and swore, and dusted—
And I learned about room mates from her.

Then I fell in with Sally,
We made a good pair from the start.
She was peppy and funny
And knew a lot about art.
But she raved on with no ceasing,
And I found that as things were,
She'd drive me mad with her talking—
And I learned about room mates from her.

I've taken my luck where I've found it
And now for my luck I must pay,
For the knowledge I've gained of
people,
Will make me a cynic some day.
And the end of it's sitting and think-
ing,
And dreaming of what used to be.
So be warned by my lot (which I know
you will not)
And learn about room mates from me.

Carte Blanche

Eloping Bride: "Here's a telegram from papa!"

Bridegroom (eagerly): "What does he say?"

Bride: "Do not come home and all will be forgiven."—Widow.

Not Guilty

Soph: "Did you take a bath?"

Frosh: "No, is there one missing?"
—Red Cat.

OKLAHOMA BIDS FOR HONORS

"Don't think for a minute that you Missourian's or Texans are going to make the high records and leave the rest of us out," writes S. E. Smith, foreman of Roosevelt, Oklahoma.

Mr. Smith had just finished reading of the splendid record of Wm. Shoemaker's gang of Monett, Mo., in their no-accident campaign, and had also read the answer of A. N. Nelson, section foreman of Immermere, Texas, in the December number, and he hastened to put Oklahoma on the map.

"I believe we have a record here that any foreman would be proud of," he continues. "I have been working from to two thirty-five men, handling everything that pertains to railway work and on December 3, 1923, had a work train unloading ballast and got one man injured. Since then there has been all kinds of work to do, but not an accident of any kind. Three years is a pretty good length of time to go without an accident. I believe this record in Oklahoma will be hard to beat—and I think the honors should go to the western division on Section K-39."

TRY THIS ON THE SPARE



Harry E. Carrithers, Frisco fireman of Joplin, Missouri, not only believes in safety first and accident prevention, but he also believes that the best way to travel and ship is via Frisco Lines. So Carrithers let his motor car's spare tire cover do a bit of broadcasting.

"ONE FOR THE MAGAZINE"

Southern Pacific Agent at Watsonville, Calif., Tosses the Editor a Bouquet

A JANUARY issue of the Frisco Magazine came into the possession of R. H. Davis, agent for the Southern Pacific Company at Watsonville, California, and in a letter to the editor, he pays the Magazine a tribute which every Frisco employe may feel proud to read:

"I have been receiving copies for several months," he writes, "and each issue appears to be larger and better than its predecessor.

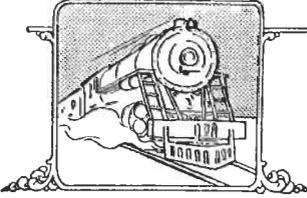
"I am particularly interested in the Frisco, because my father started his railroad career on that line in the 70's, and after he moved west, was always a booster." Another interesting line from the Land of Sunshine: "The picture of the snow scene on page 4 will be framed and put in my den, as we do not have snow in this part of California and I have never been in a snow storm or seen snow except at a distance on the mountains.

"In closing I wish to extend greetings to the Frisco employes and to express the wish that some of them will come to California, and in turn I hope some day to visit the East and get acquainted."

"You can take your finger off that leak in the pipe now, father."

"Thank heavens! Is the plumber here at last?"

"No—the house is on fire!"



The FRISCO MECHANIC

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



GODFREY A REPORTER

A. E. Godfrey, boilermaker at the west shop Springfield, Missouri, has been appointed reporter for the Frisco Mechanic and he asks the co-operation of all the employes at the west shops in furnishing news to the *Frisco Magazine*.

This very congenial young man was born April 20, 1895, at Birmingham, Alabama, where he attended school



A. E. GODFREY

during childhood, and where he lived until he was sixteen years of age. His father purchased a farm near Birmingham and he helped his father with the farm work for more than two years.

He was married after leaving the farm and secured a position with the Chaney Lime Company, and later was appointed supervisor of one of the departments of the lime company, serving in this capacity for three years.

After serving his apprenticeship as a boilermaker with the Louisville & Nashville Railroad for four years, he came to the Frisco. Following a brief absence from railroad work, he started work at the west shop, Springfield, as a first class boilermaker November 18, 1922, which position he holds today.

Mr. Godfrey does not hesitate in saying that the Frisco is the best road in the country to work for.

throwing of live sparks from the smoke stack.

Question. What is a Mikado type locomotive?

Answer. A locomotive having a two-wheel front truck, four pairs of coupled driving wheels, and a two-wheel trailing truck. It is also known as the 2-8-2 type on account of its wheel arrangement. Engines 4100 to 4164 are Mikado type locomotives.

Question. What is the clasp brake?

Answer. The clasp brake is an application of brakes in which two brake shoes are used on each wheel, and opposite to each other, instead of one brake shoe per wheel as is the ordinary practice.

Question. What is meant by "tractive force" of a locomotive?

Answer. This is also called "tractive power" or "tractive effort." It is the effort exerted by a locomotive in turning its wheels by the action of the steam against the pistons, which through the media of the crossheads, rods, etc., causes them to revolve and the locomotive to move along the rails. The tractive force is calculated from the dimensions of the locomotive.

WELCOME THE CHAIRMAN

Frank Junkins Increases Interest of Members of Hugo, Okla., Local

VIRTUALLY every member of the Frisco Association of Metal Crafts and Car Department Employes of Local No. 20, at Hugo, Oklahoma, turned out to welcome Frank Junkins, general chairman of the association, whose home is at Springfield on the night of January 6.

The meeting was called especially by F. D. Knipp, president of the local, who introduced Mr. Junkins to the members. The general chairman gave a short talk, pointing out that the small attendance at most of the meetings was due to the fact that the members greatly misunderstood the principals of their organization.

The correct method of handling grievances was gone into very thoroughly by the speaker, who then called for expressions from those in the audience. Mr. Junkins further explained that the employes' association is not a "one man" organization and that it is up to every employe to get in line and look out for his own interests and for those of the association. Several interesting discussions arose from suggestions which were offered by the various members.

Another visitor to Hugo was J. L. Eudie, division chairman.

Following the meeting, refreshments were served.

A FRISCO BOOSTER

S. Francis Cooper is one of the live members of Local No. 1, Springfield, F. A. M. C. & C. D. Employes, and also a big booster for the *Frisco Employes' Magazine*.

He was born July 1, 1896, at Nehama, Nebraska, where he attended school, completing his tenth year in the spring of 1913. He entered the State Teachers' College at Peru, Nebraska, finishing four years of man-



S. F. COOPER

ual training work there. After graduation, he enlisted in the United States Army in 1918 for a period of the war, later being transferred to Camp Taylor, Kentucky, as a member of the Field Artillery Officers' School, and was discharged from army service November 30, 1918, with a clear record.

Upon entering civilian life, he was called upon to superintend schools at Cook, Nebraska, the remainder of the 1918-1919 term. In the year 1921 he was selected to take charge of the manual training department of the Mitchell, South Dakota, high school and directed this work very successfully.

During his junior year in college, Mr. Cooper was elected president of the class, served as an officer in one of the literary societies and was a member of the football team.

Mr. Cooper secured employment with the Frisco September 13, 1922, as a mill machine man, in the north car department at Springfield, Mo., having been actively engaged in the shop crafts organization since October, 1924, at which time he was elected secretary of the Springfield local. The following year he was elected to serve as a member of System Board of the Frisco Association of Metal Crafts and Car Department Employes, which place he still holds.

Mr. Cooper is married and has four children.

QUESTIONS AND ANSWERS

By F. G. LISTER

Chief Mechanical Engineer

Question. What is a spark arrester?

Answer. A spark arrester is a device placed in a locomotive smoke box for the purpose of preventing the