

Employees Make Remarkable Progress in Greater Traffic Movement During March

Hundreds of Frisco Workers Join Into Committees and Clubs at Frisco Points—Many Meetings During Past Month

CHARGING up the hill of accomplishment with a rush that speaks well for the spirit of the Frisco, hundreds of Frisco employes from Wichita to Birmingham and St. Louis to Menard have carried forward the slogan of "Greater Traffic" during the month just past, in connection with employe organization work as outlined in President Kurn's letter to all employes which appeared in the *Frisco Employes' Magazine* for March.

The organization of greater traffic committees and clubs in various Frisco towns has been a concerted effort of officers and employes, with the view of not only increasing business via Frisco Lines, but of increasing the feeling of friendship and fellowship among the employes who compose the Frisco system.

To date only a few reports of individuals who have taken an active part in the committee work has been received by Mr. H. F. Sanborn, general chairman of the central committee, and that report is published later in this article. But many employes are in the field and actively engaged, whose names have not yet been placed on record.

All employes are urged to avail themselves of the traffic tip cards on passenger business and the report slips of potential freight tonnage. Through this system the central committee is able to trace the results of the activities at various points on the line.

One of the latest clubs to be heralded is the Clinton, Missouri Chapter, formed on February 20, by a group of thirty-five enthusiastic employes. C. O. Claiborne, agent at that point called the meeting to order, and those assembled elected A. T. Laney, conductor, as president of the Clinton Chapter, L. Crotty, engineer, vice-president and C. O. Claiborne, as secretary.

President Kurn's circular letter of January 27 was read, and among the points discussed were: Truck competition, solicitation of freight and passenger business, duties of employes toward this matter and many of the employes present told of new business which they had secured and their plan for renewed effort along this line.

A second meeting was held on March 20, and many

reports were made of business solicited and secured. C. O. Claiborne, agent at that point advised those present that he made it a business to call up each Frisco patron at least once a week, if he did not come in personal contact with them, to keep ever before them the matter of the Frisco and its willingness to serve each of them in any way possible. Reports from many of the men indicated that much new business had been secured.

It is becoming extremely difficult to present a complete report in each issue of the Frisco Magazine of the various greater traffic committee organizations at points on the line, so rapidly is the movement growing. It is essential that our employes be kept informed of what other groups are doing in this movement. Therefore, the editor is appealing to the secretaries of the various club and committee organizations to send to the Magazine department immediately after each meeting, a copy of the notes of that meeting. They need not be voluminous, but it is desired that important points and high lights of the meeting be written in order that the Magazine, in its next issue, may inform the 30,000 employes of this railroad "what's what" on the Frisco in connection with this new solicitation work. Chairmen of the respective committees and clubs should charge their secretaries with this responsibility, and committee members should insist that the Magazine be furnished this information. It is all for the good of Frisco Lines.

—W. L. H., Jr.

Tracing Shipments Is Valuable

One feature which Mr. Claiborne mentioned as materially aiding him in securing shipments via Frisco Lines, was the most efficient manner of tracing shipments, which is in effect on this road, and under the supervision of J. H. Doggrell, superintendent of transportation. This service of advising the consignee just where the car is, its routing, and when it will be delivered, has been the means of securing much business, for this information is eagerly sought by all shippers. The Clinton Chapter will hold a meeting on the third Sunday of each month.

The Wichita Chapter called a meeting on February 19. The meeting was held in a coach on a passenger track at the Wichita station. T. H. Bannister, soliciting freight and passenger agent at that point acted as chairman of the meeting. Those assembled elected

Mr. Bannister, president of that chapter, Rex Gill, secretary, and Murel Calvert, treasurer. Delegations of employes came from different points between Neodesha and Ellsworth, Kansas.

The social part of an organization of this kind was stressed, as those present felt that a social gathering occasionally adds to the zest of an undertaking such as this, and affords a chance for new friendships to be formed, both among those of the Frisco family, and with outsiders and patrons.

An announcement was made at this meeting of the organization of a Frisco baseball team which will enter the utility league and plans are now under way for a social gathering.

The Ft. Smith Chapter holds a meeting of its club each week at some point in that city. Continued and close co-operation marks the efforts of this Arkansas Chapter, which elected at its first meeting, A. M. Leitzell, general chairman, and the following as his assistants: T. N. Holcomb of the store department, Lee Caviners, mechanical department; E. H. Carstensen, car department; Harry Booth, engineering department; O. W. Russ, accounting department; E. E. Carlock, superintendent's office and R. Heatherington of the yard office.

Each of the assistants, who have a complete department under their jurisdiction, report to Mr. Leitzell at the end of each week the result of the chapter's efforts.

The Enid, Oklahoma Chapter held its first meeting in the basement of the Oklahoma City Laundry on February 26, where S. J. Frazier, superintendent, acted as chairman.

General chairman Sanborn was introduced by Mr. Frazier who explained the working plan of the organization to the 250 employes who were present. Following Mr. Sanborn, good talks on how to secure additional freight and passenger business were made by H. C. Conley, assistant freight agent at Oklahoma City and H. E. Morris, assistant general freight and passenger agent at Wichita, Kansas, who have charge of the Western division territory for the traffic department. The club elected John J. Bernard President, and L. C. Dickinson, secretary. The twelve vice-presidents elected to serve the different organizations and departments are as follows: George Bowers, conductor; H. Benecke, engineer; C. E. Compton, fireman; J. M. McClain, trainman; Hugh Williams, B&B, water service and track departments; Glen Clutter, car department; H. H. Fuller, mechanical department; Craig Campbell, office forces; Claude Gilbert, stores department; Harry Goslin, switchmen; John Morgan, station forces and Dan E. Callahan, telegraph operators and dispatchers.

A second meeting held March 5, proved that Enid employes have been awake and working. A motion was made to elect another vice-president to represent the telegraph operators and C. Hall was chosen.

Reports made of new business secured and solicitations made, proved interesting and instructive, and other matters pertaining to rates and statistics were discussed.

The Springfield, Missouri, Chapter has elected an active group of officers and chairmen of committees. G. M. Forrester, chairman of the Springfield Chapter has for his assistants the following men: J. H. Hacker, Ray Cowden and John Roberts of the master mechanic's office; D. A. Ball of the signal department; J. M. Connelly, of the general manager's office; J. W. Seabough, mechanical department; E. K. Caldwell and I. R. Anderson, supervisor car repair bills; Oswald Rainey, car accountant's office; J. W. Kastler and A. B. Sherwood, telegraph department; D. M. Todd, statistical department; Messrs. C. E. Wheatley, S. H. Gaston, W. E. Reed, R. W. Yates, J. E. Gannon, A. M. Click, F. M. Bishop, C. C. Myer, J. W. Walker, R. G. Price, A. T. Laughlin, E. A. Thomas, S. H. Gaston, D. R. Case, O. F. Kemm, John Myers, O. H. Miller, G. E. Graham, W. D. Price, L. B. Pechner, and J. G. Askridge of the store department; Harry E. Brown, Virgil Johnson, Emery Haguewood, German Carden, Paul Preston and Ira Jones of the reclamation

plant; E. J. Wood, superintendent's office; W. P. Gustin and L. E. Sullivan of superintendent terminal's office; W. E. Gray, superintendent transportation's office; W. C. Smith of local freight office; F. E. Clark, passenger department; F. L. Pursley, freight claim department; Miss M. Burrell, agricultural department and W. W. Shackelford, of the west shops.

An executive committee is comprised of the following men; Messrs. J. H. Doggrell, C. J. Stephenson, J. K. Gibson, J. H. Brennan, J. L. McCormack, W. L. English, E. F. Tillman, O. W. Bruton, W. E. Smith, F. E. Clark and G. M. Forrester.

The Memphis meeting was well attended and all plans most enthusiastically endorsed by those present. The meeting was held recently in the office of E. E. McGuire, superintendent.

The Joplin Chapter met on February 18, with H. B. Wilson, assistant superintendent acting as chairman. Over fifty officials and employes were in attendance. Many interesting talks were given, among them being addresses by H. F. Sanborn, assistant to vice-president and W. H. Bevans, superintendent at Ft. Scott.

Reports from the different men showed the active interest that is being taken in this club by its members, (Now turn to Page 27, please)

THERE is one angle to the organization of employes for the promotion of more business which I hope we will not overlook," Mr. J. B. Hilton, industrial commissioner, remarked. "That is the industrial feature. We are receiving communications frequently from our fellow-workers on the line, and these tips often result in our being able to locate another industry on the Frisco. I think it is only necessary to make a suggestion to our employes that this work is vital to our prosperity, and I am sure each one will consider industrial work as much a part of their new activity as the solicitation of freight and passenger business. Many times the local man will know about some prospective industry before the information reaches the industrial department. Or that local man may know of the proposed expansion of some existing industry, either through personal acquaintance with an officer or employe of the company, or through other channels. It is vitally essential that we have information of this kind as early as possible, since many times the loss of one or two days' time means the loss of an industry. I would like to have every member of the Frisco family feel that he or she is a member of the industrial department. Their suggestions will be very acceptable and will be given full consideration. If we are to maintain our present standard of originating seventy per cent of our business on our own rails, it is highly essential that we continue to locate different industries on our tracks. Last year we handled and completed 426 transactions, ranging from big manufacturing concerns down to leases for cotton gins, and our goal for this year is set at 500 new industries. I want to take this opportunity in the Frisco Magazine of asking the hearty co-operation of the Frisco family in attaining this goal and bettering it, if possible."

H. H. "Dad" Washburn, for 55 Years a Railroader, Dies Feb. 26

Cape Girardeau Frisco Conductor Traveled 2,500,000 Miles During Long Career on American Roads



H. H. WASHBURN

H. H. "DAD" WASHBURN, retired Frisco Railway conductor and for fifty-five years a picturesque figure on southeast Missouri trains of that system, died on February 26, at his home in Cape Girardeau, following a six-weeks' illness when he suffered with acute indigestion.

The end came peacefully for the veteran rail worker, who, in a 55-year career, had traveled more than two and a half million miles, buffeting the handicaps of the early days of railroading in southeast Missouri. He retired from active railway service on July 2, 1921, and since that time had been living in Cape Girardeau. Last summer he suffered a slight stroke of paralysis, which incapacitated him, and early in January became ill with the malady which caused his death.

Got Job By Chance

Characteristic of his entire career, Mr. Washburn started his long railway career suddenly and entirely unexpectedly, and severed his connection with railway work in the same manner.

He was born September 24, 1849, in Bracken county, Kentucky, and as a young man worked on a farm near a small town in that county. One day, while taking produce to market, a brakeman on a freight train was

hurt, and Washburn, leaving his team standing in the street, applied for the job and got it, although he had never ridden on a train. He was put to work on the slow wood-burning train as brakeman, which started his career as a "railroader."

After he had worked for a short time on a number of different lines, he was offered a position as conductor on a fast Chicago and Alton train from St. Louis to Chicago, but because of the position required that he wear a long coat, a high, starched collar and other adornments, he turned it down and went to Springfield, Mo., where he was employed on the Frisco and its affiliated lines.

He worked there for years, and then tragedy caused him to give up that work. A son, Rev. Mason Claude Washburn, a railway brakeman and minister, and the father of James Washburn of Cape Girardeau, was killed by a train at Aurora, Mo. Because his train passed through that station each day, and over the spot where his son lost his life, Mr. Washburn gave up his position, lost his seniority and came to Cape Girardeau.

Had Law Passed

Here he was first employed by the construction company that built the railway line from St. Mary's to Cape Girardeau, and to other southeast Missouri points. After completion of these roads, he returned to the Frisco as conductor. He worked on every line running out of Cape Girardeau, and was probably the best known of all conductors on this division.

He ceased his railway work on July 2, 1921, six months before his retirement was to become effective, although the railway company granted him the extension. He had retired from the run on the Hoxie line when he resigned. He was to have taken out the Hoxi train on July 4.

During the years that he was conductor on roads in the river division district, he was forced to overcome many handicaps and his work was not always easy. He often had trouble on trains with intoxicated persons, but his big figure always stood him in good stead. He was personally responsible for the state legislature passing a law, making it a crime for an intoxicated person to board a train, and he appeared before the legislature for this purpose.

During the later years of his career, he formed a close friendship with

PRAISE FROM FLOOD SECTION

"Usually people do not think of great corporations as having hearts," writes Mr. George M. Moreland in his "Over in Arkansas" column in the Memphis Commercial Appeal, in referring to the recent flood conditions in sections of Arkansas. "They are classed as cold, heartless things (the corporations) devoid of the attribute of sympathy. But when the floods broke over Truman the Frisco Railroad instantly ordered its waiting room kept open throughout the night. A warm fire was kept burning. I saw dozens of women and little children sleeping on pallets upon the waiting room floor as guests of the big-hearted Frisco. The fast train, scheduled to stop only at Nettleton after leaving Memphis, was ordered to stop at Truman and give such of the refugees as cared to depart, an opportunity to do so. At Truman and at Hatchie Coon the side tracks were filled with clean freight cars to be used as homes by the refugees until such time as the waters receded. Yes, the Frisco has a heart—a great big beautiful heart. Serving its patrons all the time in such splendid manner, it has amply proven that it also knows how best to serve unfortunate humanity."

Arthur Steck, a railway brakeman, for whom he secured a position on the same train with him. This friendship lasted until Washburn's death, and Steck many times refused promotion in order to continue with Mr. Washburn. Their friendship was often commented on by the train's patrons.

Mr. Washburn was a most enthusiastic attendant at every Veterans' Reunion, and he had a host of friends among the old time railroaders, and also had made many friends among the newer employes.

He was interested in anything which meant progress for the Frisco, and he was an ardent admirer of the *Frisco Employes' Magazine*, and talked of it at every opportunity.

In keeping with his own request, he was buried in his Knight Templar uniform, and the services were in charge of the Masonic Lodge, an organization of which he was a prominent member. A full Masonic escort was used, and the Masons conducted the services at the Mausoleum, following the services at First Christian church in charge of Rev. O. L. Smith.

There is, in his immediate family who survive him, his wife, Mrs. Mary Washburn, two daughters, Mrs. E. A. Caton and Mrs. Amy Cannefax, all of Cape Girardeau, and one son, H. H. Washburn, Jr., of Chaffee, Mo., also a number of grandchildren.

—From Cape Girardeau, Southeast Missourian.

DISCUSS BERRY CROP

Handling of 3,500 Strawberry Cars in 1927 Planned at Monett Meeting

ON March 9, Frisco officials from over the entire system met at Monett, Missouri, with the fruit growers, shipping associations, expressmen and others interested in transporting the strawberry crop for the year 1927. It is expected that the Frisco Lines will handle from 3,000 to 3,500 carloads of the Ozark famous fruit in 1927, and this means much preliminary work.

The meeting, held at the Ozark Fruit Growers' building, was opened by W. L. English, supervisor of agriculture and refrigeration, who explained its purpose and guaranteed the shippers the usual A-1 Frisco service to markets.

Ed. Salzer, president of the Commercial Club of Monett, welcomed the officials and pledged the assistance of that club. J. E. Hutchison, vice-president in charge of operation, and J. N. Cornatar, passenger traffic manager, each spoke at length, and stressed the fact that Frisco Lines were making every effort to supply equipment and to handle the cars with the least possible delay. They also discussed ways and means of securing quicker handling of this perishable commodity.

W. D. Cowherd, secretary of the Missouri Fruit Exchange, talked on the different strawberry producing sections of the United States, telling which sections were in competition with the Ozark crop, while Mark Turentine, a grower and associate secretary at Logan, Mo., spoke to the growers on picking and packing of the crop.

It was stated at the meeting by several of those attending, that the Frisco has always given the best service of any railroad in the country in handling this crop.

At the noon hour the Frisco delegation were entertained at a dinner, served in the Masonic building by the ladies of the local Christian Church. Following the luncheon, the Commercial Club took the visitors for an automobile ride over Monett.

Frisco officials attending the meeting were: J. E. Hutchison, vice-president, St. Louis; J. N. Cornatar, passenger traffic manager, St. Louis; J. L. McCormack, superintendent of freight, loss and damage, Springfield; W. L. English, supervisor of agriculture and refrigeration, Springfield; D. E. Eicher, horticultural agent, Springfield; C. B. Michelson, marketing agent, St. Louis; E. L. Magers, superintendent, Springfield; S. T. Cantrell, superintendent, Ft. Smith, Ark.; C. T. Mason, superintendent, Sapulpa, Okla.; W. H. Bevans, superintendent, Fort Scott, Kans.; J. H. Livingston, milk traffic agent, St. Louis; M. J. Conley, division freight agent, Joplin; A. I. Parker, car service agent, St. Louis; H. B. Wilson, assistant super-

Memphis Employe Advertises "Sunnyland"



They're on their toes in Memphis in the interest of a greater Frisco. President Kurn's recent letter "hit home" with the Frisco boys and girls of that southern city, and many evidences of increased interest in greater traffic are manifest. Gibson Barnette, head coach cleaner at Memphis, owns a Nash touring car, and asked Chesley L. Moore, Frisco painter, to paint two tire cover signs for his spare tires and another for the trunk on the rear of the car. The result of this joint co-operation is shown above. And Memphis people are being told about the "Sunnyland's" service in still another effective way.



intendent, Joplin; Frank DeGroat, chief car service agent, Springfield; L. R. Hoff, chief clerk, superintendent of transportation; C. T. Rogers, refrigerator inspector, Springfield; G. Walker, refrigerator inspector, of Springfield; L. C. Cox, chief claim clerk, Springfield; R. E. Bagent, horticultural agent, Springfield.

FIRST MEAT CAR FROM BIRMINGHAM

The first car of fresh meats packed in Birmingham, started from that point on March 15 and was delivered in Walker County, March 16. This meat traveled via Frisco Lines in a large refrigerator car, and was shipped by the Alabama Packing Company.

Increased business of the packing houses made this carlot shipment possible, and while it was the first carlot movement, from now on a car a day will leave that point, loaded with meat, and will make deliveries at Dora, Summitt, Empire, Sipsey and other places in Alabama.

A. M. Goldbert, head of the Alabama Packing Company, states that this movement carries great significance to the packing concerns of Birmingham.

ON TIME SINCE CHRISTMAS!

When the Frisco Railway's famous "red ball" meat train from Kansas City to Birmingham, Alabama, pulled into the latter terminal several hours late on March 13, it failed to make an on-time run for the first time since December 26.

Pulling an average of 60 cars each day, of meat and other high-class commodities from Kansas City, consigned to Florida points, the meat train, Fast Freight No. 131, maintains an average speed over the 735 mile run of twenty-five miles an hour. It traverses some of the heaviest traffic districts of the road.

Heavy rains around New Albany, Mississippi, in recent weeks caused severe track trouble near that city on Sunday, March 13, however, and when the engineer on No. 131 reached New Albany he found another freight train stalled ahead, waiting for section gangs to finish repairing the track.

No. 131 has been in service on Frisco Lines for twenty years and has an enviable on-time performance among freight trains on American railroads.

Frisco Florist Tells How to Plant the Home Garden Beautiful

By DON B. FELLOWS

Frisco station grounds and section house properties will be ablaze with a riot of flowers before many weeks, if the Frisco agents and section foremen take advantage of the offer sent out in a recent circular by General Manager F. H. Shaffer.

In the circular the agents and foremen were notified that the Frisco would furnish them flower plants and bulbs, free of charge, if they would put them in on Frisco property under their jurisdiction. Mr. Don Fellows, Springfield, Mo., Frisco employe, author of the accompanying article on flowers, has volunteered to order the plants and mail them to agents and section foremen who request a supply.

It is believed that through this method, many otherwise plain station properties may be made more beautiful. The Frisco Employes' Magazine will publish photographs of the most beautiful of the garden plots in later issues.

I DO not think that too much emphasis can be placed on having a well prepared seed bed, whether planting flowers or vegetables. Beds should be put in good condition before planting time. The ground should be spaded at least a foot deep, turning the top under and then pulverize the ground as much as possible. Above all see that the bed is level. Seeds while germinating will push their way through the ground, but where large lumps are left they cannot get through. Many times we will complain about our seeds not coming up when in reality we are at fault in the manner in which we have planted them. The seeds will germinate but cannot get through to the sunshine. A very good rule to go by in planting seeds is this—cover the seeds over not more than two to four times their size, with the exception of sweet peas. Sweet peas should be planted from six to eight inches deep, covering them over about three inches and then filling in the rest as the plants begin to grow. Smaller seeds such as petunias, coleus, etc., do not have to be covered but can be pressed into the ground with a flat surface. When planting seeds always press the dirt down on same in order to retain the moisture. I have found it advantageous to have a box fitted with a screen on same and when planting seeds I sift the ground over them, in this way covering all the same depth.

In this March issue of this *Magazine* the article on flowers was intended for use in planning the garden; while in this one I will try and assist you by giving you some planting direction arranged alphabetically.

Amaranthus—Tender annual, can be started indoors or hotbed. Grows about three feet high. Best and showiest variety. Tricolor Splendens or Jacobs coat. Plant about one foot each way.

Anthrrium—Snapdragon. Tender perennial, can be started in Spring or Fall from seed or propagated from slips. Plant about nine inches apart. Grows from one-half to two feet tall. Do not let seed pods develop if you wish plants to continue to bloom. If planted in Fall, should be mulched good.

Aquilegia—(Columbine). Hardy perennial. Plant about nine inches apart. Sow seeds where they are to bloom in

early Spring or Fall. Grows about one to two feet tall.

Asters—Can be planted in house or in early Spring outdoors, after all danger of frost is over. Plants should be set about one and one-half feet apart. Grows one to three feet tall according to variety planted. Never sow asters two years in succession in the same bed. For large blooms it is necessary to disbud only leaving about four buds to each stalk.

Canna—Can be started from seed in early Spring and will bloom if started early, about June. Dormant roots can also be planted. Plant about one foot apart. Grows from two to five feet tall. Varieties can be had in either red or green foliage with white, red and yellow blooms on same. Bulbs should be mulched with grass cuttings during dry weather.

Caladium or Elephant Ears. There are many varieties of caladiums, both fancy leaved or common elephant ears. Same should be planted about two or three feet apart according to size of bulb planted. After planting same, cover up with about four to six inches of manure on top of the ground to retain all moisture. Plants need an abundance of water.

Celosia—(Cockscomb). Plant *Cristata* and *Plumosa* about one foot apart. Former grows about one foot tall while latter from two to four feet. Can be started indoors in early Spring or outside after all danger of frost is over.

Dahlia—There are four main varieties of dahlias. Show: large double ball shaped flowers. Decorative: large loosely formed flat shaped dahlias. Cactus: long narrow twisted petals and Pompom: small ball shaped flowers; also other varieties of single and semi-double varieties. Dahlias can be started either from seed in early Spring or bulbs can be planted. The large dahlias grown for showing are decorative. Lay tuber on side with eye up and cover about four inches deep. Each division should only have one eye on same, but can have more than one bulb or tubers on same. All dead blooms should be kept off.

Delphinium. (Hardy perennial Larkspur). Can be planted from seed indoors or outdoors after all danger of frost is over. Plant about eight or



ten inches apart. Grows tall. Blooming period can be prolonged by cutting away flower stems as soon as blooms begin to fade.

Dianthus—(Hardy Pinks). Can be started from seed or cuttings. Grows about one foot tall and cover the ground in a mass of foliage and flowers from one to two feet across.

Gaillardia—(Blanket Flowers) Annual and perennial. Can be started from seed or cuttings. Plant about one foot apart.

Gladiolus—The common mistake made in planting gladiolus is not planting deep enough. Bulbs should be planted six or eight inches deep and if planting in rows, dig a ditch and stagger them about four to six inches apart, rows three or four inches apart.

Petunias—Can be planted from seed or from cuttings. Plant about one foot apart. Grows about one foot tall.

Salvia—(Scarlet Sage). Starts either from seed or from cuttings. Grows about three feet tall. Plant about two and one-half feet apart. Blooming period can be prolonged if blooms are taken off when they begin to fade.

Scabiosa—Plant about twelve inches apart. Grows about one and one-half feet tall. Do not let seed pods develop. Comes in red, pink, white and blue colors. Flowers keep fine.

Tritoma—(Red Hot Poker Plant). Can be started from seed or roots can be planted. Blooms from early Spring until late in the Fall. Plant about one foot apart. Cultivate thoroughly.

Zinnias—Dwarf kinds plant about one foot apart. Very fine for borders. Large varieties, plant about two and one-half feet apart. When flowers begin to fade cut same off or plants will die.

(Next month—"Care of the Home Flower Garden.")