

The FRISCO EMPLOYEES' MAGAZINE

Published on the First of Each Month

By the

St. Louis-San Francisco Railway Co.

Edited by WM. L. HUGGINS, Jr.

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No. 1

**Will Blacksmith Marcks Please Note?**

THE blue-sky law, prohibition amendment, interstate commerce, entangling alliances, farmers' relief, diminution of freight traffic and civil war on a railroad, to say nothing of the upsetting of a village's peacefulness all seemed involved just because a crop of corn at Morse, Kans., owned by Dean Marcks, who is Frisco agent and village blacksmith there, has grown so high that the corn tassels are draping themselves on the railroad's telegraph wires and the railroad is demanding an "adjustment".

Farmer Marcks is in a deuce of a predicament.

So is Agent Marcks.

So is Village Blacksmith Marcks.

Here also is the eighth wonder of the world—the seemingly apparent self-determination of the corn to transport itself by wire. Ain't nature wonderful!

The Kansas blue-sky law might be invoked against Farmer Marcks because of the corn's sky-scraping proclivities; the drys might have something to say about "corn" running by telegraph; the Interstate Commerce Commission might have to convene in special session to fix a rate for transportation of corn by the Morse code; farmers' relief might be resurrected in Congress, after an agonizing demise, and the "entangling alliances" are plain to see.

As to the "civil war" part of this three-ring

circus, that will be declared when Farmer Marcks tries to square himself with Agent Marcks.

The only way out for Farmer Marcks and for Agent Marcks, as we see it, is for Village Blacksmith Marcks to try to bring about some sort of compromise.

Surely this is a "house" divided against itself.

Our Fourth Birthday

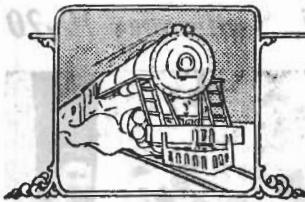
FOUR years ago this month another monthly publication greeted the railroad world. Bearing the date of October, 1923, Vol. 1, No. 1, the *Frisco Employes' Magazine* greeted workers of this railroad in an effusive fashion. Those of you who have kept your *Magazine* files will have the first issue,—others may remember the first cover,—a 1500 locomotive breaking through a red Frisco trade-mark. President Kurn greets the employes in the first issue, and other officials are the authors of "by-line" articles dealing with one and another phases of railroading.

This month, in celebrating the *Magazine's* fourth birthday party, the editor wishes to call attention to the fact that the *Frisco Employes' Magazine*, in keeping with every other unit of the Frisco Lines, has grown and prospered.

The first issue had 48 pages. This issue has 72, and there have been many 84 and 88 page editions in recent months. There were few pages of advertising in the October issue of 1923, but this month's issue has almost 30 pages of "revenue" all of which goes to defray publishing expense and bring a larger *Magazine* to its readers. Officers of the company have long ago withdrawn as contributors to pages of this publication. It is an "employes'" *Magazine* and employes write the stories it prints. And last but not least, proof of the popularity of this *Magazine* is contained in the circulation figures which show that four years ago 15,500 copies were printed while today 22,500 copies of the *Frisco Magazine* go to employe-readers on the line, to newspaper offices, to plants of large shippers and to libraries, clubs, Y. M. C. A.'s etc. The increase of 7,000 copies has come naturally and gradually,—by request.

We invite you to join with the *Magazine* staff in celebrating the birthday of your publication—a book still growing and improving, and we invite you to help speed growth and improvement by suggestions, criticisms and contributions of stories and news items of interest.

—W. L. H., Jr.



The FRISCO MECHANIC

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



SHOPMEN DECRY BUSES

2000 Springfield Workers Resolute Against New Bus Line

"**D**OWN with buses!" was the battle cry of approximately 1,000 members of Local No. 2, Frisco Association of Metal Craft and Car Department Employes, in a "greater traffic" session at Springfield, September 14. At the same meeting a resolution was passed requesting the Public Service Commission of the State of Missouri to refuse to grant the application of Pickwick Stages System for a certificate of public convenience and necessity with which to operate motor buses between Kansas City and Joplin.

The granting of this certificate, says the resolution, "will result in greatly reducing the passenger revenue of the Frisco Railroad in the State of Missouri and necessarily result in throwing many of the members of our Association out of employment, with the resulting hardship to ourselves and families."

The resolution further says applicant for the certificate is not a resident of Missouri and has contributed nothing toward building of State Highway No. 66, over which the buses would operate and adds that territory is served adequately by trains of the Frisco.

The "greater traffic" objective of the meeting was illustrated by G. L. Walton, an employe at the west coach shop at Springfield, and a sleight-of-hand performer, who produced from apparently empty tubes, banners reading "More Business Means Steady Employment;" "Greater Traffic;" "More Passengers;" "Let's Get the Business;" "More Freight" and "B A Frisco Booster."

Then came the climax of Mr. Walton's performance when he produced a large banner reading "To Hell with Buses!" It was then that the assemblage broke into vociferous cheers. So effective was the performance by Mr. Walton that J. N. Cornatzar, passenger traffic manager for the Frisco with headquarters in St. Louis, complimented Mr. Walton highly.

A testimonial of the genuineness of the shopmen's interest in the Frisco's "greater traffic" program was the attendance at this meeting. Despite the intense heat the organization's hall was packed to capacity and another hall across an alley was requisitioned for the several hundred who could not find room in the regular assembly hall.



The day force at the Newburg roundhouse returned from lunch to find the photographer waiting, one day recently. Engine 41 furnished an appropriate background.

Presiding at the main meeting was C. L. Melton, president of Local No. 2. Speakers included G. M. Forrester, commercial agent, Springfield; C. H. Baltzell, special representative of the general manager, Springfield; George W. Moore, assistant superintendent of motive power, Springfield and Mr. Cornatzar.

"I hope you men in your business deliberations will give thought to the numerous bus and truck companies now operated on lines parallel to the railroad," said Mr. Cornatzar. "Every new one takes some of our business—and your business—and we should all do everything we can to increase our own traffic."

"There is nothing mysterious about traffic solicitation," he continued. "It just means mixing and mingling with your friends and neighbors and urging them to use the railroad whenever possible for either freight or passenger traffic." Mr. Cornatzar also spoke of accident prevention and said "Most of you men have a life-expectancy of many years—you are too young not to be careful to fulfill it."

Mr. Baltzell said he was trying just then to get more passenger business for "this good old Frisco railroad" by inducing people to go to the Dempsey-Tunney fight via Frisco. He urged shop employees to ask their butchers, grocers, and everybody they do business with to patronize the Frisco exclusively. "Be on the lookout and

say something nice about the old Frisco," he told the shopmen.

Mr. Moore said that the Frisco has "plenty of cars and plenty of locomotives to handle unlimited loads" and that if this equipment is kept busy "every man will be employed every day."

Mr. Forrester introduced the speakers at the main meeting and W. W. Shackelford, chairman of the traffic committee of the west shops, introduced the same speakers at the overflow meeting.

The "Sunnyland Quartet," composed of Edgar Barnes, Roscoe Barnes, Frank Colvin and Jones Garner, presented a group of songs to open the meeting.

During the business session which followed the speaking, the resolution was passed, Earl Genung was re-elected division chairman, and A. E. Godfrey and Roy Triplett were elected delegates to the annual convention of the association, which was held at Springfield September 19-20.

Local No. 1, of the association, also of Springfield at its "greater traffic" meeting held September 16, also passed the resolution. Approximately 200 persons attended this meeting. Speakers at this meeting were Mr. Forrester, Mr. Baltzell, Mr. Moore and Frank Jenkins, Springfield, general chairman of the association. Mr. Walton entertained the crowd as he did before Local No. 2's meeting September 14.

Frisco Association Holds Annual Convention In Springfield, September 19-20



The men in the above picture, officers, delegates and division chairmen of the Frisco Association of Metal Craft and Car Department employees, attended the annual convention of that organization in Springfield, September 19 and 20.

FORTY-TWO division chairmen and delegates of the Frisco Association of Metal Craft and Car Department employees attended the annual convention of that organization in Springfield, Mo., September 19-20.

Frank Junkins, popular general chairman of the association, was re-elected for another year and will serve until October 1, 1928. Seven committeemen from various locals were re-elected and newly elected to represent their fellow workers for the ensuing year. Earl Genung, west shops; Virgil Johnson, south shops, and Francis Cooper, north shops, all of Springfield, were re-elected chairmen of their shops. John Abbott of Lindenwood shops, St. Louis, was elected to serve in place of Chairman A. E.

Jones of the eastern division. Harry Kenneaman of Yale, Tenn., was elected to succeed C. T. Youell, and J. E. Rucks, of Birmingham, was re-elected division chairman and also made vice-chairman of the system board. Election of a southwestern division chairman was postponed until a later date. W. A. Neal, the present incumbent, will hold over until October 1.

The convention was strictly a business meeting. The day of September 19 was devoted to the election of officers and the amendment of the association's constitution and by-laws. Press time of the *Frisco Magazine* prohibited the publication of the amendments, but they will appear in full in the *Frisco Mechanic* for November.

All sessions were held in the assembly room of the Frisco general office building at Springfield and presided over by General Chairman Junkins.

The delegates returned to their homes following the business session of September 19, and the executive committee and system board convened in session the morning of September 20. Master mechanics and shop foremen from all over the road attended the September 20 meeting and working conditions and grievances were adjusted. Mr. H. L. Worman, superintendent of motive power, presided over the afternoon meeting at which grievances were heard and suggestions made for the betterment of working conditions.



Mechanical Dept. Accident Prevention Schedules

The accident prevention schedule appearing below for the fourth quarter of 1927 has been approved by H. L. Norman, superintendent of motive power, and H. W. Hudgen, director of accident prevention. The schedule is for the mechanical department employees.

DIVISION OR SHOP	OCTOBER	NOVEMBER	DECEMBER
West Spgfld Loco. Shop.....	Mon. 3rd a.m. Mon.	7th a.m. Mon.	5th a.m.
North Spgfld. Shops.....	Tues. 4th a.m. Tues.	8th a.m. Tues.	6th a.m.
Reclamation Plant Spgfld.....	Tues. 4th p.m. Tues.	8th p.m. Tues.	6th p.m.
No. Spgfld. Freight Car Shop..	Wed. 5th a.m. Wed.	9th a.m. Wed.	7th a.m.
West Spgfld. Coach Shop.....	Wed. 5th p.m. Wed.	9th p.m. Wed.	7th p.m.
Eastern Division.....	Fri. 7th a.m. Fri.	11th a.m. Fri.	9th a.m.
Southwestern Div.....	Tues. 11th a.m. Tues.	15th a.m. Tues.	13th a.m.
Texas Lines.....	Wed. 12th p.m. Wed.	16th p.m. Wed.	14th p.m.
Central Division.....	Fri. 14th a.m. Fri.	18th a.m. Fri.	16th a.m.
Northern Division.....	Tues. 18th a.m. Tues.	22nd a.m. Tues.	20th a.m.
Western Division.....	Wed. 19th a.m. Wed.	23rd a.m. Wed.	21st a.m.
River Division.....	Tues. 25th p.m. Tues.	29th p.m. Tues.	27th p.m.
Southern Division.....	Wed. 26th a.m. Wed.	30th a.m. Wed.	28th a.m.

A Flat Earth

He—"Why are the western prairies flat?"

She—"Because the sun sets on them every evening."

Mike: "This a great country, Pat."
Pat: "And how's that?"

Mike: "Shure, th' paper sez yez can buy a foive-dollar money order for siven cints."

The first requisite of holding down a job is turning up the corners of your mouth and smiling. A smile will win where a frown will fear to enter in.

ANTI-BUS RESOLUTION

Following is the resolution passed by Locals Nos. 1 and 2 of the Frisco Association of Metal Craft and Car Department employes, and sent to the Public Service Commission of Missouri.

WHEREAS Pickwick Stages System has made application to the Public Service Commission of Missouri for a certificate of public convenience and necessity to operate motor busses carrying passengers over Highway No. 71 between Kansas City and Joplin, Missouri, and

WHEREAS the granting of such certificate by the commission will result in greatly reducing the passenger revenue of the Frisco railroad in the State of Missouri and necessarily result in throwing many of the members of our association out of employment with the resulting hardship to ourselves and families, and we feel that there is no necessity or need for the operation of this bus system or the granting of this certificate to applicant who is not a resident of the State of Missouri and has contributed nothing toward the building of State Highway No. 71, while the members of this association and the Frisco railroad, by whom we are employed, have paid a vast amount of taxes to construct this and other state highways in the State of Missouri, and

WHEREAS the right of way over which applicant proposes to operate is adequately served with passenger transportation by the Frisco railroad whose line of railroad will be parallel practically all of the way between Kansas City and Joplin on the proposed route of applicant.

NOW, THEREFORE, be it resolved by the Frisco Association of Metal Craft and Car Department Employes Locals Nos. 1 and 2, Springfield, Mo., that we and 2,000 members and the families of our members respectfully protest against granting of said certificate by your honorable commission to this applicant for the reasons above set forth and ask your commission to most carefully consider the effect of the granting of this certificate upon the members of this association and the families thereof and upon numerous other citizens and tax payers of Missouri similarly situated.

BE IT FURTHER resolved that our secretary be instructed to forward a copy of this resolution to the Public Service Commission of Missouri, Jefferson City, with request that the same be filed and considered by the Commission in connection with this application.

Frisco Car Inspector Is Expert Photographer

By M. P. MURPHY



FROM three o'clock in the afternoon until midnight, James D. Hubbell inspects cars for the Frisco at Pittsburg, Kansas, the cars being used chiefly for transportation of materials used by the eighty-four industries within the city. The cars containing material shipped into Pittsburg in the raw or going out with the finished product, have to withstand the expert eye of the inspector. In addition to these industries there are steam shovels and deep mines operating for many miles in each direction from Pittsburg, and since the Frisco Lines switch most of the mining territory, Mr. Hubbell is called upon to "take a look" at their cars before and after loading.

The industries in Pittsburg and the coal companies operating in the surrounding territory have to advertise,

and one of the ways in which to accomplish this is by use of a photograph, either of the products or the plant itself. To assist in this work, Mr. Hubbell "rides his hobby" during every leisure hour possible. Having all of the necessary equipment to do work of this kind, he has been called upon by every steam shovel owner in the district, every industry within the city, to further their program of advertising, and recently was called upon to make a photograph of the new library building recently erected at the Pittsburg Teachers' College, also Pittsburg's latest advertising scheme and exhibit number one—the new twelve-story Besse Hotel.

Mr. Hubbell sends the accompanying photograph of the Pittsburg roundhouse flower bed, as proof of his prowess as a photographer.

In Memoriam

STEPHEN CLAYBURNE HUGHES

STEPHEN CLAYBURNE HUGHES, pensioned lathe operator, died at his home at Dixon, Mo., August 22. He was born April 2, 1841, in Osage County, Mo., and entered the service of the Frisco as a lathe operator at North Springfield shops in October, 1889, and served in that capacity until the time of his retirement, which was due to his having reached the age limit, July 1, 1913. He leaves a widow, Nannie E. Hughes. His pension allowance was \$20.00 a month and up to the time of his death, he had been paid a total of \$3,400.00.

Dinner Stories

The captain entered the officers' mess kitchen.

"Do I understand that there will be no dessert tonight?" he demanded sternly.

"Yes," replied the new and careless private.

"Yes—what?" roared the captain.
"Yes—we have no bananas."

FOR NEW EMPLOYES

By J. A. Pullar,
Apprentice Instructor

Has the new employee been advised what accident prevention really means? Safety instructions given the first day of a man's employment are valuable but absolutely wasted unless they are repeated until the new employee needs these instructions constantly in his line of work for the railroad.

If a new employee gets a bad start and forms careless habits he must learn again the right practices.

The foreman must cooperate. He must be a firm believer in accident prevention and he must believe the employee can be trusted to make inspections and suggestions.

Employees should be encouraged to report anything in their work they think dangerous.

The average American believes in government by majorities so long as the majority doesn't want something to which he objects.—Louisville Times.

General Chairman Urges Mutual Fairness and Frankness

By FRANK JUNKINS

PEOPLE usually do not think alike on any subject when they first begin to talk about it. If they did, there would never be any disagreements or disputes to be settled. As a rule their opinions differ, partly because all do not have the same knowledge of the facts and partly because we all see things from a different point of view.

If an agreement is to be reached, (and with very few exceptions an agreement should be reached on all questions involving differences of opinion arising under the provisions of the agreement and on disciplinary matters), it must be brought about by a painstaking effort to get at all the facts, followed by a frank expression of the way these facts appeal to everybody.

You should be prepared, then, to reveal what you know, to say what you think, and to learn all you can from the facts and views brought out by others, looking the party to whom you are talking straight in the eye, whether it is one of your clients, one of your supervisors, or officials of the company. You will expect your opinions to be considered seriously by them. You must, therefore, show the same willingness to weigh carefully the ideas which they advance. Only by approaching all questions without anger or passion, in a courteous manner and with an open mind, can you form judgments that will be fair.

Your position as a representative of the Frisco association and the responsibility with which you have been charged by your constituents in electing you to the position you hold is to see to it that everyone gets a square deal in the ordinary every-day relations between employees and their supervisors. You are expected to investigate all cases of alleged unjust treatment or "difference of opinion" arising under the provisions of the contract, affecting the men in your shops, that have not been satisfactorily settled.

Whenever we, as representatives of this organization, are called into action it is because some employee feels that he is not being treated fairly, and it is the business of the representative to see that justice is obtained. If, in your judgment, the employee is at fault, or investigation develops the fact that the complaint is without merit, it is your duty to make your client see, if possible, where he is wrong in his complaint.

As a member of your lodge or shop committee, you are going to get into very close touch with the little—and sometimes big—problems of everyday living that will naturally arise whenever any great number of people

associate in work all day long, week in and week out. It is your business to decide what is right in each instance, after you have heard all the facts.

If you want to be fair, you must not be influenced by friendship or hostility toward either of the parties involved in the dispute. You must not be governed in your convictions by any consideration other than the desire to give a square deal to everybody. The most successful attorneys are the ones who keep their clients out of trouble by proper advice.

In my opinion, the qualifications most essential to successful service as a representative of this association are: First, ability to understand the provisions of our contract; second, an open mind and a keen sense of fairness; third, intelligent reasoning powers and good judgment.

In conclusion, I would say that all of these things require strict honesty and due consideration for the rights of others, for without these it would be useless to attempt to reach agreements that will be fair to all concerned.

LOYALTY

If you work for a man, in heaven's name work for him. If he pays wages that supply you your bread and butter, work for him, speak well of him, think well of him, stand by him, and stand by the institution he represents. I think if I worked for a man, I would work for him. I would not work for him a part of his time, but all of his time. I would give an undivided service or none. If put to the pinch, an ounce of loyalty is worth a pound of cleverness. If you must vilify, condemn and eternally disparage, why, resign your position, and when you are outside, damn to your heart's content. But, I pray you, so long as you are a part of an institution, do not condemn it. Not that you will injure the institution—not that—but when you disparage the concern of which you are a part, you disparage yourself.

Elbert Hubbard.

One Often Follows the Other

"See here," said the angry visitor to the reporter, "what do you mean by inserting the derisive expression 'Applesauce' in parenthesis in my speech?"

"'Applesauce'? Great Scott, man, I wrote 'Applause'."

Boston Transcript.

Frisco Lines shopcraft employees are informed that the premium rate for shopcraft group insurance by the Metropolitan Life Insurance Company will be for the ensuing year what it was last year, \$1.50 a month.

The shopcraft group insurance plan was the first group insurance plan in effect on Frisco Lines and was inaugurated June 1, 1923. A year ago the rate was reduced from \$1.87 to \$1.50 a month.

FRISCO MECHANIC FAMILY NEWS

MECHANICAL DEPARTMENT KANSAS CITY, MO.

DORAL L. DENISON, Reporter

A picnic and basket dinner was held at Swope Park by the night force of the mechanical department at Kansas City. The tables were a pretty sight. There was plenty of ice cream and soda pop for all. Those present at the picnic were as follows: Messrs. and Mesdames Walter Medlock, Phil Picard, Fred Chaffin and son, Frank, Mrs. Chainey, mother of Mrs. Chaffin, Reverend and Mrs. John Boes, Mr. and Mrs. Jordan, Mr. and Mrs. Eddie Chaffin and daughter, Mr. and Mrs. Virgil Dillinger and daughter, Mr. Cook, father of Mrs. Dillinger, Mr. and Mrs. John Renz and granddaughter, Mr. and Mrs. Con Holly and daughter, Mr. and Mrs. Geo. Stroble, Mr. and Mrs. Melvina McCready and son, Mr. and Mrs. Roy McCready, Mrs. Halpin, mother of Mrs. Melvina McCready, Mr. and Mrs. John Purtle, Mr. and Mrs. E. T. Davis and son, Mr. and Mrs. Elmer Carlson, Mr. and Mrs. George Willis and son, Mr. and Mrs. Carl Parker, Mr. and Mrs. E. Murphy and son, Mr. and Mrs. Sam Larson and family, Mr. and Mrs. Joe Plourd, Mr. and Mrs. Scott and daughters, Mr. Harry Murdy, Mr. H. W. Overton, Mr. and Mrs. Doral Denison.

There were a number of novelty features held, consisting of the "oldest married couple", won by Rev. and Mrs. John Boes. They have been married thirty years. The prize for the "youngest married couple" was won by Mr. and Mrs. George Stroble. They have been married three years. The "egg race" for the ladies was won by Mrs. George Stroble. "The egg race" for men was won by Mr. Walter Medlock. The "potato race" for the ladies was won by Mrs. Melvina McCready. The "potato race" for the men was won by Mr. Melvina McCready. The fifty-yard dash for ladies was won by Mrs. Melvina McCready. In the fifty-yard dash for men first prize was won by Mr. Virgil Dillinger and the second prize by Mr. Frank Schaffin. The boys' race first prize was won by Master Willis, second prize by Master Larson. The girls' prize was given to Miss Larson. The largest family present was Mr. Sam Larson's. The beauty contest was won by Mr. Walter Medlock.

Charles Hamer, boilermaker and safety man at Kansas City, spent a few days in Chicago at the National Safety Council convention.

Archie Skellie, engine watchman, and wife spent an enjoyable vacation in and near Birmingham, also visiting Mrs. Skellie's folks.

Sam Shelton was on the sick list for a number of days recently.

Mr. James Knox, our general foreman, spent a number of days in Chicago recently.

John Turner, son of Night Foreman Turner, saved a young lady from