

## Silkworm Raising Is Unique Hobby of Frisco Wife at Knobview, Mo.

### *Mrs. M. B. Piazza Ordered Eggs From Italy and Started Profitable Hobby*

**W**HEN the silkworm industry is mentioned, one thinks of sunny Italy, Japan or China, and the average citizen is acquainted with the industry only through a news reel or a book.

But Knobview, Mo., only ninety-five miles from St. Louis, an Italian settlement on Frisco Lines, has the start of what may some day be a most profitable industry, and is now unique in that it is perhaps the only one in this part of the country.

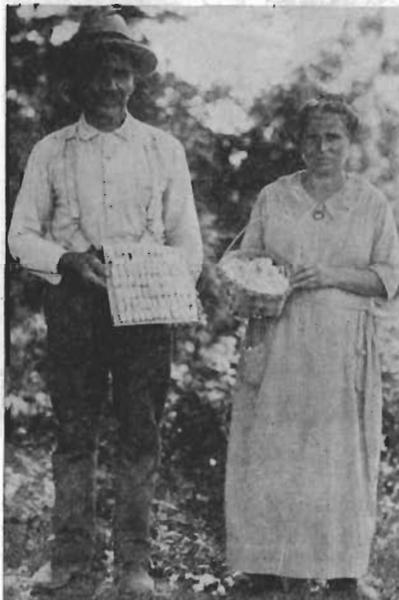
Mrs. M. B. Piazza, wife of a Frisco section man in that city, has been engaged in the silkworm industry for many years.

Although the greater part of the Piazza farm is set in grapes, Mrs. Piazza finds time from her many duties to care for her silkworms, and the story of her start and of her present stock was told through R. M. Cardetti, the agent at that station. Mrs. Piazza has not yet mastered the English language enough to explain the various details.

She explained through Mr. Cardetti that she had sent for the silkworm eggs to Italy, shortly after her arrival in Knobview. When the eggs came, she put them away and during the first warm days of April or May she put them in the bright sun. The warmth of the sun's rays opened the cocoon, and within three or four hours a butterfly emerged. The mating of the male and female takes place and after a few hours the female butterfly lays 100 or more eggs, then the two butterflies die. The entire process of the birth and death of the male and female butterfly takes place within 24 hours.

If the eggs are kept away from the heat, they may be saved, but if she desires to hatch silkworms from these eggs, she exposes them to a temperature of from 75 to 80 degrees of heat. This is now in the time of the year when the mulberry leaves are beginning to come out, and silkworms eat nothing but mulberry leaves.

After the worms are hatched, which takes from four to five days, branches of the mulberry trees are brought in and the worms crawl over the branches and small stems. Leaves from the mulberry tree are chopped up and they feed from these. Once a day the tray under the mulberry branches is cleaned. The worms begin to eat and grow. In about ten days they start the first sleep of four. They sleep from 48 to 72 hours each time, and while they sleep they are



*Mr. and Mrs. M. B. Piazza of Knobview, Mo., with silkworm cocoons tended by Mrs. Piazza.*

not to be touched or disturbed. When they awake, new chopped mulberry leaves are fed them again, and they are kept where an even temperature prevails.

Each time they awake they are a little larger and require a little more food. After the second sleep the leaves are not chopped up for them, but are given them whole, and they must be fed three times a day after the fourth sleep. They are now so much larger than when born that they must be thinned out for they have about reached maturity and their length is about three inches.

In about ten days after the fourth sleep they get through eating, and they are very full of silk and are ready to spin. When they are entirely ready, they begin to move their heads around, and the long strands of silk comes from the mouth. They will not start this process, however, until they have had every bit of food that they can possibly hold, and so Mrs. Piazza says, if one of the worms lacks just one bite of mulberry leaves, it will not spin the silk which it has prepared within its body.

The containers where they are spinning must be darkened a little while the spinning is going on, and a brush put nearby, upon which they may

## SPECIAL AGENTS MEET

Members of the special agent's department, headed by Mr. Sam Alender, chief special agent, held their annual meeting at Newburg on Sunday, December 11. Representatives from various other departments brought the total number in attendance to seventy-five. Work for the past year was discussed, and plans made for a 1928 program.

At the noon hour, the delegation attended a dinner en masse, at the Houston Hotel, where O. N. Watts, assistant superintendent, acted as toastmaster.

catch the silk. They begin the process of unwinding, and in about eight days the worm is reduced to nothing, for it has wound the silk completely around itself and made the well-known cocoon. In other words it has virtually "committed suicide." However, it will again repeat the performance of the butterfly stage if the cocoon is not exposed to a temperature of 105 degrees. This kills the worm and permits getting the silk.

After the worm is killed, the cocoon is dropped in boiling hot water, and with a small brush or broom straw, is stirred around and the silk begins to come off in long strands. This is the method which Mrs. Piazza uses at home; however, in the old country, more up-to-date methods have been adopted, and greater speed is obtained in unwinding the silk from the cocoon.

"If there was a market for the raw silk, I am sure that Mrs. Piazza and several others who have become interested in this industry, would be able to furnish much silk from Knobview, but so far, Mrs. Piazza says she has only sold it for \$3.00 a pound," Mr. Cardetti said.

She picked up two of the cocoons from the basket (they resembled creamy white peanuts) and told Mr. Cardetti to explain that one was the male and the other the female. Then she took from the bottom of the basket several yards of silk thread which she had unwound from the cocoons, and said that she used the thread to string beads and sew. The strands were pure silk, bright and shiny and very strong, and a dozen or so could not be broken when looped together.

So far this silkworm industry is the only one of its kind on Frisco Lines. However, it is understood that there are like industries in the East. Mrs. Piazza follows it now as a hobby and just because she likes it. It brings back recollections of her old home in the central part of Italy, and she wants to keep eggs on hand, for she feels that some day she may be shipping raw silk via Frisco Lines, to a market which will demand all that she may be able to furnish.

## FAST SERVICE ON FORDS

Ford dealers on Frisco Lines, who were in a tremendous hurry to receive the new models, are singing the Frisco's praise for fast handling these days. Two cars, one for Tulsa and one for Oklahoma City, are good examples. The Frisco received a car of new Fords consigned to Tulsa dealer at 1:00 p. m., Nov. 29, in St. Louis. The dealer wired that the car must be in Tulsa December 1. The Oklahoma City car was received at 8:00 p. m. same day. Frisco efficiency put the car in Tulsa on November 30, by holding advance No. 35, due out at 7:00 p. m., until the Tulsa and Oklahoma City cars could be secured from connections. The train departed at 9:30 p. m., November 29, and the Tulsa car arrived at 9:00 a. m., November 30, and was set at 9:10 a. m. The Oklahoma City car was rushed on through, and arrived at 2:40 a. m., on December 2.

Kansas City terminals made another record with the Fords. A car was received from the Wabash at 6:46 p. m., December 1, in the 19th Street yards. It departed from those yards at 6:50 p. m., arrived at the Sheffield industrial district at 7:15 p. m. (3¼ miles away) and the car was spotted at the local Ford assembling plant at 7:18 p. m. The cars were in Frisco possession only 32 minutes. This shipment was handled by switch engine 3734, foreman H. M. Hemminger, engineer E. W. Grace.

## Distinguished Authors Are Meteor Passengers



The five Frisco travelers pictured above are widely known in the world of letters and recently were passengers on the "Meteor" from St. Louis to Tulsa. They are, left to right: George B. Parker, editor-in-chief, Scripps-Howard newspapers; Ray Long, editor Hearst-Cosmopolitan and president of the International Magazine Company of New York; Irvin S. Cobb of fiction fame; Rex Beach, novelist and short story writer; and Roy Howard, executive head of the Scripps-Howard papers. At Tulsa the authors and editors were guests of Mr. Lew Wentz, Tulsa oil man, and enjoyed a week's hunting at the Saline Club, near Cherokee, Oklahoma.

## THE NEXT TIME——!

Commendation of "every one connected with the Frisco railway" is contained in a letter received by C. O. Claiborne, agent at Clinton, Mo., from Armour Creameries, of Clinton.

"I want to express my appreciation of the good service shown us by you and every one connected with the Frisco railway," states the letter.

"I want to say that your service has been 100 per cent and a more courteous bunch of railroad men could not be found.

"I will give you a little example of your freight service. A few days ago we were forced to purchase some semi-solid buttermilk from Kansas City as our supply became exhausted before we were aware. We ordered by telephone five barrels via Frisco freight and two by express to hold us over until our freight shipment arrived. Our freight shipment arrived first—five barrels via freight cost around seven dollars—the two barrels via express arrived later, costing something over nine dollars.

"You can guess how we will order it all the next time."

## RECENT AGENCY CHANGES

O. O. Gilbert installed permanent agent, Crescent, Mo., November 25.

D. Edmonson installed permanent agent, Phenix, Mo., November 23.

W. S. Wight, installed permanent agent, Johnsons, Ark., November 21.

T. A. Wyche installed permanent agent, Black Rock, Ark., November 21.

F. H. Harvey installed permanent agent, Garfield, Ark., November 21.

E. N. O'Kelly installed permanent depot ticket agent, Fort Smith, Ark., November 18.

D. Asher installed permanent agent, Wilson, Ark., November 18.

C. F. Caldwell installed temporary agent, Pascola, Mo., November 17.

W. A. Barron installed permanent agent, Mannford, Okla., November 17.

R. A. Maffett installed permanent agent, Patterson, Kans., November 16.

J. W. Dodson installed permanent agent, Raymore, Mo., November 16.

Freight agency at Anaconda, Mo., closed, ticket only commission agency established, Lawrence A. Brown installed ticket agent, November 15.

H. L. Hillemann installed permanent agent, Datto, Ark., November 15.

W. D. Wilson installed permanent agent, Gravette, Ark., November 15.

L. E. Thompson installed permanent agent, Olustee, Okla., Nov. 14.

L. W. White installed permanent agent, Christie, Okla., November 12.

Effective November 10, freight and ticket agency, Frisbee, Mo., closed and station records, also agent, Mrs. B. A. Mayberry, transferred to White Oak, Mo., which station opened same date as a freight and ticket agency.

Mrs. L. M. Thornton installed permanent agent, Sturdivant, Mo., November 9.

F. R. Ludwig installed permanent agent, Walnut Ridge, Ark., Nov. 8.

J. C. Wimberley installed permanent agent, Burdette, Ark., Nov. 7.

G. E. Mills installed permanent agent, Fagus, Mo., November 5.

F. E. Karins installed temporary depot ticket agent, Fort Smith, Ark., November 5.

C. T. Harvel installed permanent agent Bokhoma, Okla., November 3.

E. H. McClure installed temporary agent, Clarkton, Mo., November 3.

C. L. Siler appointed permanent agent, Idabel, Okla., November 2.

## At Frisco Derby Day in Tulsa, Oklahoma

### ON CROSSING ACCIDENTS

#### U. S. Supreme Court Rules Against Motorists in Grade Crashes

**M**OTORISTS involved in railroad crossing accidents always are solely at fault, Mr. Justice Holmes, of the United States Supreme Court, ruled, in effect, in a decision he handed down recently.

The decision was regarding suit brought against the Baltimore & Ohio Railroad Company by Dora Goodman to recover damages for the death of her husband, who, while driving an automobile truck, was killed at a railroad crossing.

The following comments on the case are quoted from The American Bar Association Journal, November, 1927, number:

*B. & O. Railroad Co. v. Dora Goodman, Admr., Adv. Op. 22; Sup. Ct. Rep. Vol. 48, p 24.*

"The decision in this case has provoked quite an extraordinary amount of comment in railroad circles and in the press. It seems to be regarded as a new and startling announcement which will work a revolution in the law with regard to railroad liability for death at crossings. Many of the railroad presidents have commented on it as establishing new protection and one of them is reported as having said that it will put a very considerable stop to the elevation of grades at street crossings.

"It will be seen that the case goes in principle not one step beyond the old established maxim that one about to cross a railroad track must 'Stop Look and Listen' and the equally well established and familiar proposition that there could be no recovery where the conduct of the injured person materially contributed to his injury.

"The deceased was driving an automobile truck along a public highway at a rate of 10 or 12 miles an hour and as he approached the crossing he cut his rate down to 5 or 6 miles at about 40 feet from the crossing. The view of the track was somewhat obscured by a section house on the driver's left and a clear view could not be had of the whole track in that direction until the arrival at a point about 20 feet from the first rail. A train was coming from the left at a speed of not less than 60 miles an hour. The deceased was unable to stop his truck after he saw the train, was struck and killed.

"A suit was brought by the widow and administratrix. The defense interposed was that the negligence of the deceased caused the death. At the trial the railroad company moved for a directed verdict in its favor. This motion and others of like character were refused. The plaintiff got a verdict and a judgment which was



**A**PPROXIMATELY five thousand persons, including several hundred Frisco officers and other employes, attended Frisco Derby Day at the race course of the Tulsa Jockey Club during the fall meet. The day was so designated by the Club because of the excellent service by this railroad in handling, in and out, of Tulsa, the approximately 500 horses which participated in the meet.

The picture shows the judge's stand and standing in the front row at the left is Mrs. J. W. James, wife of the Frisco executive general agent at Tulsa. Mrs. James placed a wreath of roses on the winning horse on Frisco Derby Day and presented a loving cup to the owner of the horse. To her right is Judge Primrose, a veteran of

the race track, who donated tickets of admission to the track to all Frisco people who attended on Frisco Derby Day. To Mrs. James' left, front row, in order are: Mrs. R. C. Culter, Mrs. Alvin Krupnick, Mrs. William Black and Eleanor Roe. Looking over Mrs. James' left shoulder is Mrs. H. W. Roe, wife of the traffic manager of the Mid-Continent Petroleum Corporation. Eleanor is Mrs. Roe's daughter.

This was the second time during the season the jockey club had honored the Frisco by declaring a Frisco Derby Day. The first was during the spring meet and was in recognition of the Frisco's services in handling the approximately 400 horses participating in that meet.

affirmed by the Circuit Court of Appeals. The case was taken to the Supreme Court of the United States on writ of certiorari and the judgment reversed.

"The opinion was delivered by Mr. Justice Holmes, who announced the views of the Court in the following language:

"We do not go into further details as to Goodman's precise situation, beyond mentioning that it was daylight and that he was familiar with the crossing, for it appears to us plain that nothing is suggested by the evidence to relieve Goodman from responsibility for his own death. When a man goes upon a railroad track he knows that he goes to a place where he will be killed if a train comes upon him before he is clear of the track. He knows that he must stop for the train, not the train stop for

him. In such circumstances it seems to us that if a driver cannot be sure otherwise whether a train is dangerously near he must stop and get out of his vehicle although obviously he will not often be required to do more than to stop and look. It seems to us that if he relies upon not hearing the train or any signal and takes no further precaution he does so at his own risk. If at the last moment Goodman found himself in an emergency it was his own fault that he did not reduce his speed earlier or come to a stop. It is true \* \* \* that the question of due care very generally is left to the jury. But we are dealing with a standard of conduct and when the standard is clear it should be laid down once for all by the Courts \* \* \*.

"Case argued by Mr. A. McL. Marshall for petitioner and Mr. Robert N. Brunbaugh for respondent."

## NEWS OF FRISCO CLUBS

(Continued from Page 15)

bers to see that the Frisco gets its share of freight business in and out of this point and the club has been complimented highly by J. W. James, executive general agent, Tulsa, for this work. Henry Kroth is president and Ida Enloe, secretary, of this club.

**Oklahoma City, Okla.**

The Frisco Employees' Club, of Oklahoma City—proud of its 1927 record of the obtaining of considerably more than 200 freight shipments and passengers, the holding of ten business meetings, five social meetings, a big parade and a picnic—has made ambitious plans for 1928.

The manner in which D. L. Estes, president, ends his recent letter to 1928 vice-presidents of the club, "Yours for a bigger and better Frisco," gives a good hint of the spirit of the club members.

The club has completed plans for a "J. M. Kurn" party and will hold it when the president of the Frisco Lines informs the club that he will be able to attend.

Officers for the ensuing year were elected December 8 at Bohemian Hall.

D. L. Estes was elected president; J. W. Bryant, active vice-president; Miss Elma Williams, secretary. Vice-presidents for various classifications were elected as follows: L. A. Pruitt, engineers, Oklahoma sub; R. B. Spence, engineers, Chickasha sub; K. M. Corse, engineers, Oklahoma City terminal; Earl Vice, firemen, Oklahoma City terminal; R. G. Martin, firemen, Oklahoma sub; W. A. Ellison, firemen, Chickasha sub; W. A. Mills, passenger conductors; W. M. Dorris, freight conductors; W. G. Pafford, passenger brakemen; C. W. Seal, freight brakemen; R. E. Stewart, car inspectors; George Papin, car department; R. E. Hughes, coach department; P. R. Purcell, boilermakers; John Royce, machinists; G. K. Hornung, general yardmasters office; L. B. Carter, switchmen; W. M. Fitch, clerks; N. H. Burch, telegraphers; S. M. Jackson, maintenance of way employees; T. V. Williams, general agents office; J. F. Moore, platform and dock forces; C. O. Mitchell, store department; Wm. Spratley, linemen; J. W. Osborn, special agents; W. E. Fountain, B. and B. department.

H. C. Conley, assistant general freight agent, Oklahoma City, addressed the members during this meeting, told about the amount of good the club is doing that the members do not realize, cited a number of cases where employees had obtained business and had not even asked credit for it, and insisted that mem-

**Girder Installation at Atmore, Ala.**

When the Frisco Lines acquired the M. S. B. & P., on which Atmore is located, a trestle 3,099 feet long was located at this point. The trestle has since been filled in with the exception of the two openings shown in the picture. The left girder, which weighs more than forty tons, is over a highway. The other girder, which weighs more than fifty-one tons, is over the Louisville & Nashville tracks.

bers learning of other members obtaining business give officials the information so that these traffic getters could be given credit.

Another speaker was M. G. Buffington, commercial agent, Oklahoma City, who talked about methods of getting new business and how to keep business obtained. He cited a case of a switchman who obtained ten cars of lumber and said nothing about it, with a result that the switchman received no official credit for his good work.

The next meeting will be held January 12.

**Joplin, Mo.**

Seventy-five members of the Frisco Club of Joplin, Mo., gathered in the upstairs auditorium of the Frisco Freight House on the evening of December 15, for an oyster stew, and talks by several officials.

Chairman Maxton of the club called on W. L. Heath, St. Louis; M. J. Conley, division freight agent, Joplin, F. R. Newman, division passenger agent, Joplin; Roy Brooks, traveling freight agent, Joplin; Mr. Mayhan of Springfield car accountant's office; J. H. Douglas, general agent, Joplin and assistant superintendent Wilson, Joplin, for talks.

W. B. Wells, assistant freight traffic manager and member of the Central Committee attended the meeting and outlined to the members the purpose of the Frisco Club organizations on Frisco Lines. Plans were made for another meeting in January, the date to be announced later.

**Springfield Men's Club**

With a potential membership of approximately 800 in view, temporary

committees on constitution and by-laws and on nominations for officers, were working toward permanent organization of the Frisco Men's Club of Springfield, as this issue of the *Magazine* went to press.

W. P. Renshaw of the stores department is serving as temporary chairman until the permanent club is organized, with John Breckenridge, passenger car distributor in Mr. Doggrell's office, aiding as temporary secretary.

A meeting of all men employees eligible for membership in the club has been called for December 28, at which time it is hoped the permanent organization will be effected.

**Jonesboro, Ark.**

The Frisco Employees' Club, of Jonesboro, Arkansas, was organized December 10, with R. J. Slagle, agent, president; H. F. Hastings, secretary, and C. E. Scott, H. C. Fryar, R. S. Harrison, W. A. Sanders, J. D. Hayes, A. H. Poe, W. H. Millender, John L. Jamison and H. C. Coke as the entertainment committee. C. R. Cole was selected as floor manager.

President Slagle outlined the purpose of the club. J. J. Hawley, inspector for the Western Weighing & Inspection Bureau, in a short talk, said that the railroad can increase its revenue by close watching of weights and classifications of freight.

The next meeting of the club will be held January 10.

Teacher: Do you understand the difference between liking and loving?  
Willie: Yes, ma'am; I like my father and mother, but I love pie.—Ayer's Almanac.

## A Million Dollars for Lights on Frisco Cars

By F. G. BAKER, Electrical Engineer, Frisco Lines.



The above interior view of one of the club lounge cars operating on the "Meteor" shows the excellent lighting facilities provided in Frisco cars for patrons.

**T**HOSE things which were luxuries years ago, are now necessities.

The American people refuse to revert back to old methods, once they have tasted the fruits of progress. The change from the old coal oil lamp to the electric light marked an important epoch in progress, in both home and in railway trains, for the railways have always endeavored to furnish patrons with a home on wheels, complete and modern. However, few people wonder when they step into a well-lighted passenger car, just what makes it possible to produce in a moving train, the same safe and efficient method of illumination which is enjoyed in the home.

The facts and figures concerning the lighting system in railway coaches and cars are startling. For instance ten thousand cells of batteries operate in train lighting service on Frisco Lines. The batteries alone represent an investment of more than one-third of a million dollars. The value of complete electric train lighting equipments operated by the Frisco represents an investment of one million dollars.

Modern electric lighting of cars had an humble beginning. It was first put into effect on the Frisco in 1902, when a contract was made with the Consolidated Electric Lighting and Equipment Company to install and operate "axle light equipments" on some sixty cars which were being modernized to handle passenger traffic to the Louisiana Purchase Exposition in St. Louis.

The term "axle light equipment"

was derived from the fact that electricity for lighting purposes was produced by means of a generator driven by a belt from a pulley, and mounted on the car axle. The original axle light system has been much improved and the old equipment has been replaced, however the method of driving the modern car lighting equipment is essentially the same.

All of the Frisco passenger cars that have been equipped with electric lighting systems in the past few years have been fitted with a semi-indirect system of lighting fixtures. These fixtures are identical with those used in Pullman cars. Thus a passenger in a Frisco chair car or coach is assured of a lighting system as agreeable as that which may be found in a Pullman car.

Each car carries an independent and complete lighting plant and this plant must operate under the most severe conditions and be self-sustaining within all reasonable limits. The generator drive depends entirely on a belt which must operate under a constant hail of dust, gravel, water, snow and all other obstacles which would be encountered under a train operating in all kinds of weather. As the alignment of the axle pulley with the generator pulley is constantly changing as the train moves around curves, it is seen that an axle light belt leads a hard life.

The storage batteries used on Frisco cars are of two types—a lead plate battery and a nickel-iron battery. A set of lead batteries, sufficient for one car

### TWENTY-FIVE YEARS AGO

(December 17, 1902)

The contract was let for the construction of the Frisco Building at Ninth and Olive Streets St. Louis, to James W. Black & Sons Construction Company, St. Louis.

This building, probably, was the first built in St. Louis in which the work was conducted twenty-four hours a day until completion. Electric searchlights were used for the work at night. The building was built under a \$1,000-a-day forfeiture clause, if not finished within a prescribed length of time.

contains sixteen cells, mounted in eight trays of two cells each. A tray of these batteries weigh 340 pounds each, or a set of eight weighs approximately 2,700 pounds.

The cars which are equipped with nickel-iron batteries have twenty-four cells mounted in eight trays of three cells each. A tray of nickel-iron batteries weighs 100 pounds each, or 800 pounds for the entire set.

Many readers who have occasional trouble with radio or automobile batteries may wonder what is done to protect thousands of cells from trouble. When you think of this remember that car lighting batteries weigh from 800 to 2,700 pounds per set.

To keep all this equipment in first class condition, a force of electricians is stationed at the larger terminals to inspect and repair the lighting equipments. Plants for recharging batteries on cars which arrive with lost generator belts, and for batteries which require special treatment, are located at these points. A storage battery is a more or less perishable article, as compared with generators, and because of the large investment represented, it is highly important to do all possible to prolong its life.

The modern style of overhauling the equipment at specified periods largely eliminates troubles before they occur. There are many factors which can affect the operation of train lighting equipment, and in spite of all precautions, trouble is occasionally encountered. However, taken as a whole, the freedom from lighting interruptions compares very favorably with electrical service furnished in the modern home.

In the coaches, when the hour grows late, the lights are dimmed and produce a restful effect. In the Pullman car, before one retires, the big dome lamps give ample light for all purposes. In the dressing room the many lights, reflected back from one mirror to the other reminds one of the two dressing lamps on either side of milady's dressing table. After entering a berth, the patron has only to reach up and touch a button and a flood of light shines over the shoulder, which takes the place of the indispensable bed lamp for reading.