The Awakening

Motorist (waking): "Where am I, where am I?"

Nurse: "This is No. 110."

Motorist: "Room or cell?"

Dumb!

She: "What's the matter with Harry?"

Second she: "He's so dumb he puts his radio under the bed and tries to get Hot Springs."

A Trial

The Mrs.: "John, taste that and tell me what you think it is."

Mr.: "It tastes like soda."

The Mrs.: "That's what I told Mary, but she declares it's rat poison."

A New Year's Story

Pat was arrested for being intoxicated. On being brought before the judge, he was asked by the court what he was there for.

Pat: "Your Honor, I was arrested for being intoxicated."

Jude: "Pat, where did you buy the liquor?"

Pat: "Your Honor, I did not buy it. A Scotchman gave it to me."

Judge: "Thirty days for perjury."

Popularity

"Is your daughter popular?"

"Huh, I can't park within three blocks of home."

Farm News

An Iowa farmer purchased a pure-bred pig from a raiser of fancy hogs. The pig and bill arrived the same day. Next day the dissatisfied farmer wrote to the hog raiser as follows:

"Dear Sir: Both pig and bill arrived safely. Judging from their comparative size, you made an error in shipping. You should have sent the bill by express and the pig by mail."

Accident or Relic

"What kind of a car have you?"

"I got a wreck."

"A wreck?"

"Yeah. Every time I park it, a dozen people come up and ask me if I've reported the accident yet."

ECHOES FROM THE VOLITONE

Not only are the tones of Frisco's famous volitone whistles wafted melodiously to parts of the countryside, but an echo has come to us from Pratt, Alabama, just eighteen miles out of Birmingham.

The story was told to a patron in the diner by the second cook on the Frisco's Sunnyland while it was speeding south. This cook said he lived at Pratt, and at one time recently when volitone whistles on Frisco locomotives had first been installed, a colored camp meeting was in session.

The minister had been having a great deal of trouble raising money and was preaching a sermon that night on the subject of donations. He was telling the colored congregation that if they didn't chip in liberally, Gabriel would blow his horn.

Just at that time the Frisco locomotive, equipped with a volitone whistle which was "wide open" went by, and this Frisco cook is willing to make affidavit that the windows were broken and also the doors by the congregation who fled to their respective homes.

It is to be presumed that the same fear which made them flee, made them return with a liberal contribution.

Eggs and Aigs

Coming upon a football which the son of the house had brought home from school, the rooster promptly called all the hens around him.

"Now, ladies," he said diplomatically, "I don't want to appear ungrateful or raise any unnecessary fuss, but I do want you to see what's being done in other yards."

Just Imagine!

"That was a foine sentiment Casey got off at the banquet last night."

"What was it?"

"He said that the sweetest mimories in loife are the recollections of things forgotten."

Train Too Early

"I live in the country now and it certainly is dull."

"I guess it is. What do you miss most?"

"The last train."

99 Year Lease

Mistress: "I saw the milkman kiss you this morning, Jane. I'll take the milk in myself after this."

Jane: "It won't do you no good, mum, he promised not to kiss nobody but me."

Sympathy

Our heart goes out to the dear youth who claims that all soldiers are dishonest. He says he heard of one sentry after another being relieved of his watch.

Patent Wanted

"I said something to my wife that angered her so much she hasn't spoken to me in six months. What would you do about it?"

"Do nothing, but take out a patent on what you said."

A Remedy

"Dear Doctor: My pet billygoat is seriously ill from eating a complete leather-bound set of Shakespeare. What do you prescribe?"

Answer: "Sending 'Literary Digest' by return mail."

Canada Tell

How much did Philadelphia, Pa.?
How much does Columbus, O.?
How many eggs did Louisiana, La.?
What grass did Joplin, Mo.?
We call Minneapolis, Minn.;
Why not Annapolis, Ann?
If you can't tell the reason why,
I'll bet Topeka, Kan.

—Great Western.

Lost or Strayed

"What's the matter with you?" asked the cop at three-thirty a. m.

"I'm lost," explained the wanderer.

"Don't you know your way home?"

"Sure I do, but that ain't where I want to go."

FRISCO EMPLOYES' MAGAZINE
Published on the First of Each Month
By the
Louis-San Francisco Railway Co.

Edited by WM. L. HUGGINS, Jr.
Frisco Building St. Louis, Missouri

This magazine is published in the interests of and for distribution among the 25,000 employes of the St. Louis-San Francisco Railway. All articles and communications relative to editorial matters should be addressed to the editor.

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Vol. 6 FEBRUARY, 1929 No. 5

Shattering All Standing Records

THIS is the time of year when accounting departments of American business institutions burn the midnight electricity and wear out the pencil sharpeners. This is the time of year when the good wife, if she is an understanding lady, will pardon a preoccupied look on the face of her beloved as he mopes around the house occasionally grabbing a pencil and covering a square foot or so of new wallpaper with a maze of figures.

This, boys and girls, is inventory time,—the occasion for checking up on results of the year which has just gone out, finding the weak spots and planning preparations of strengthening them, locating the leaks and applying the glue of efficiency that the leaks may not show up at precisely that same spot in 1929.

In this issue of the *Magazine,* we print with pride several departmental annual reports which show the great efficiency with which Frisco Lines operated during 1928.

From the general manager we learn that our 363 passenger trains operated 95.2 per cent on time during the year just gone, and that, considering bad weather and the Ozark mountains, a splendid performance. Incidentally, it is the best yearly average in four years.

From the superintendent of freight loss and damage claims, we learn that only 757 freight cars were damaged of the 5,310,476 handled by the railroad in 1928. If you are mathematically minded you will find that the damaged cars total .0001¼ per cent of the total handled. If that isn't a record to shout about we'll eat the damaged cars, wheels and all. Incidentally, this same department announces a further reduction of $31,825 in freight claim payments for the year.

The superintendent of transportation announces an increase of .40 miles per day on system cars, and another increase of 4.61 miles per foreign car per day.

The fuel department proudly claims a considerable saving in fuel costs over 1927, a performance in which every engine crew can take pride and credit.

The director of accident prevention offers his records to show that a reduction of 16.5 per cent in injuries was made in 1928 over the previous year, and the industrial commissioner is feeling very well indeed, thank you, over the location of 365 industries on Frisco Lines with a value in plants and equipment of $11,610,000.

All in all it's been a great year for this great railroad of ours,—but wait.

A new record was also charted up this year,—a record that was never made before, and one that will be beaten, we confidently predict, every year.

Employes of this railroad who are members of the 62 Frisco Employes' Clubs were active solicitors of freight and passenger business during 1928.

A tabulation of their results shows that these employes, none of them members of the regularly constituted traffic forces, secured for Frisco Lines 6,438 carloads, 8,678 lcl shipments, and 5,576 passengers.

And that record, added to the list of accomplishments of other departments, makes it appear certain that Frisco Lines records will show an achievement for 1928 greater by far than any of its Class One contemporaries.

We Seek To Construct

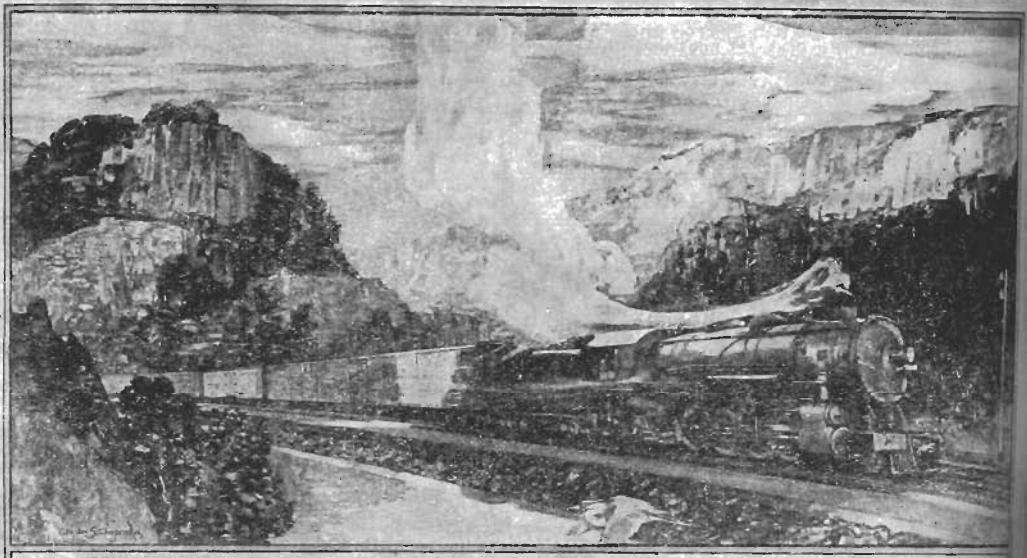
AGAIN Frisco Lines has applied to the Interstate Commerce Commission for permission to acquire a short line railroad, and build two extensions from present railheads to the line.

Frisco employes watched with great interest the progress of our acquisition of the Muscle Shoals, Birmingham and Pensacola Railway, and the subsequent building of the extension which permitted our railway to reach tidewater at Pensacola.

This present project in the southwest, while not quite so large in its scope, will mean additional revenues to Frisco Lines. The *Magazine* will publish from time to time, stories on the progress of this latest building project.

Read Carefully This Popular Statement of the Income and Outgo of Class One American Railroads

RAILROAD CALENDAR



Where Freight Rates and Passenger Fares Go

1929

JANUARY — Wages
FEBRUARY — Wages
MARCH — Wages
APRIL — Wages
MAY — Wages
JUNE — Fuel
JULY — Materials
AUGUST — and Supplies
SEPTEMBER — Other Expenses
OCTOBER — Taxes
NOVEMBER — Interest
DECEMBER — Dividends

Published by
Committee on Public Relations
of the Eastern Railroads
143 LIBERTY STREET
NEW YORK

Data furnished by
Bureau of Railway Economics
WASHINGTON, D. C.

Out of the gross revenue of an entire year it took the receipts of:

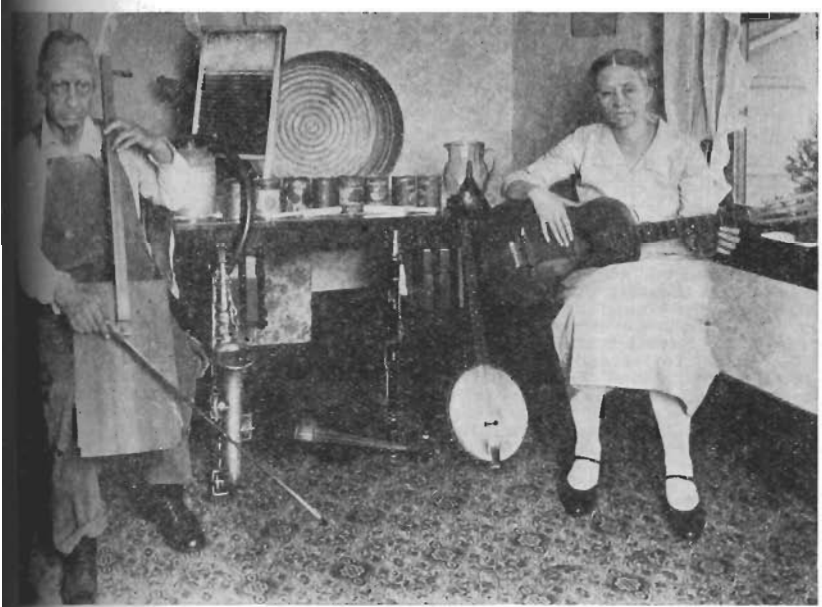
- 155 days *for* wages
- 23 days *for* locomotive fuel
- 69 days *for* materials *and* supplies
- 25 days *for* all other *operating expenses*
- 22 days *for* taxes
- 43 days *for* interest *and* rents *(fixed charges)*
- 24 days *for* dividends

Based on latest detailed figures for Class I American Railroads (1927). Indications are that 1928 will not alter this distribution by more than a few days.

LEAVING only 4 days for improvements out of earnings—or to make up losses of former years—or to help make reserves against bad years in the future.

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

They Make Two-Piece Orchestra for Springfield Shopmen



IT USUALLY takes more than two people to make an orchestra, but the Frisco West Shop employes at Springfield have a whole orchestra which will keep you entertained with a forty-five minute program and yet consists only of Mr. and Mrs. L. A. Gibbs and their various instruments. Mr. Gibbs is a boilermaker and has been in Frisco service for the last four years. He cannot recall just how long it took him to work up the little program which he has presented to Frisco employes at their various meetings. "Mrs. Gibbs is musical and plays at least four or five instruments, and we just got to putting things together and worked it up," he said.

The picture shows Mr. and Mrs. Gibbs in costume, with their various unique but musical instruments around them. Their repertoire consists of old time songs,—some from the southland and some which have been heard since cradle days.

To begin with, before Mr. and Mrs. Gibbs enter the stage, there falls on the ears of the audience a good imitation of a drum corps, and after a few seconds when the two artists appear, they find that the instruments used are a wash tub, a wash board and a fife.

Mr. Gibbs is versatile, to say the least, when for his next number he picks up an old piece of rubber hose and imitates a perfect bugle call. He uses an old shingle to imitate the strains of a cello and plays on it, "Old Black Joe" while his wife accompanies him on the guitar.

There is a bit of magic introduced in the next presentation of the Gibbs' orchestra and Mr. Gibbs refuses to divulge the secret. He takes from the table an ordinary teaspoon. Showing it to his audience, he throws it in the air. It disappears for a second, only to re-appear in a pitcher of water on the table. It not only stands up, but dances up and down, while Mr. Gibbs standing a long distance from it and takes up one of his instruments and gives the spoon an added incentive to perform.

Perhaps one of the most interesting numbers is his tin can arrangement. "I just picked those tin cans up in alleys", he said, "and each one of them sounds a different note." And then he picks up a little hammer and proceeds to play "Nellie Gray" on the eight tin cans.

He plays "Chicken Reel" with his clarinet. Then he takes off a piece of the clarinet and plays another well-known melody. Taking away another piece he uses the mouthpiece to play "Annabelle Lee". He gets "My Wild Irish Rose" out of an old oil can and "Rosy Cheeks" from a new tin oil can funnel, much to the amazement of his audience.

The performance is highly entertaining and leaves the audience wondering just how he learned to get music from kitchen utensils, tin cans and a rubber hose, and of course the bit of magic has never been explained.

But Mr. Gibbs' entire time is not taken up in learning how to extract music from oil cans or wash tubs. He is a devoted hunter and breeder of English setters, of which he has three.

FRISCO MECHANIC FAMILY NEWS

LOCAL No. 24—AMORY, MISS.

RAYMOND F. DEES, Reporter

Boiler Inspector, R. J. Sullivan, and wife, spent the holidays with friends and relatives in Springfield, Mo. "Dick" says he had a "very" good time.

Brannoek May, formerly employed at this point, spent a few days with home folks recently.

J. C. Robertson is the proud grandfather of a ten and one-half pound baby girl. Congratulations, "Grand-Pap."

Melvin Lowe, car repairer, is wearing a broad smile. The Stork recently left an eleven pound boy at his house, named William Lloyd.

Otho Harvey, formerly employed as Rip Track Foreman here, has accepted position as assistant foreman, West Coach shops, Springfield. John Allison has been made temporary foreman, on this position. Piece work has been re-established at this point, effective January 1st.

Frank Wolfe, machinist, visited home folks at York, Ala., recently.

H. P. Roby, Inspector, was called to Deanberry, Tenn., account of the death of his father. Our sympathy is extended to Mr. Roby, and the family.

Following is a list of employees and members of their families, who have been, and now are affected by the flu epidemic: Ruby Lee Adams, daughter of machinist J. T. Adams; wife and one son of Inspector Roby; both sons of Raymond F. Dees, pipe fitter; F. R. Thomas, supply man; R. F. Row, wife and daughter, coal chute foreman; H. W. Williams, night supply man; G. H. Threllfall and two children, night foreman; wife and three children of W. D. Tibbett, car repairer; Infant son of J. H. McCoullough; C. D. Riley, car inspector, Aberdeen; O. A. Combs, car inspector, Columbus; Marshall Malone, car repairer, Amory; Kelley Powell, car repairer, Amory; wife and two children Grady Nicholson, car repairer, Amory; three children of F. J. Garner, general foreman.

Following colored employes affected by the flu epidemic are as follows: Cal Adkins, 2nd class machinists; Dave Stevens, fire knocker; Rich Wilson, laborer; Gillie Walker, hostler helper; Fray McKinney, laborer; Boss Hanna, flue borer; Excell Whitfield, 2nd class machinist.

Boyd Long, colored box packer, is still on the sick list.

Henry, colored laborer, coal chute, died after being ill but thirty-six hours with the flu.

MECHANICAL DEPARTMENT TULSA, OKLA.

HENRY PHILLIPS, Reporter

Marrie Mexine Hilton, two year old daughter of Mr. and Mrs. E. M. Hilton, carman, Tulsa, Okla., died at the home of her grandparents, in Francis, Okla., December 20, 1928. Little Marrie was stricken with diphtheria only forty-eight hours before death claimed her.

Mrs. M. J. Doster, aged 68, mother of W. R. Doster, millman, West Tulsa, died at her home, 502 East Orange St., Sherman, Texas, January 11, 1929. She was survived by her husband, R. S. Doster and three sons: W. R. Doster, of Tulsa, Okla., B. L. Doster, of Dallas, Texas, and Jim Doster, U. S. Navy, and five daughters: Mrs. M. Holland, Stafford, Okla., Mrs. B. Verman, Tex.; Mrs. B. O. Bacon, Okmulgee, Okla.; Mrs. G. D. Bryant, Dallas, Tex., and Mrs. R. Seekin, Sherman, Tex. Funeral services were held Friday afternoon at her home. Rev. H. C. Hand, pastor of the Methodist Church conducted the services. Mrs. Doster had been a member of the Methodist Church since childhood.

William Londigan, age 44 years, a brother of Mack Londigan, electrician at Tulsa, Oklahoma, died in the hospital in Joplin, Mo., January 3rd, following a short illness. Funeral services were held at that place Friday afternoon at 2 o'clock. The deceased is survived by his wife, Mrs. Stella Londigan of Joplin, his mother, Mrs. E. Londigan and three brothers and three sisters. Mack Londigan, Tulsa, Okla., Lee Londigan, Springfield, Mo., Tom Londigan, Joplin, Mo., Mrs. L. W. Adams, Gentry, Mrs. A. J. Charron, Francis and Mrs. Belle Stewart, Tulsa, Okla.

Ralph Brown, machinist, has just returned to work after being off the job for some time account having the "flu."

We are glad to report that the condition of Wm. Bow is improved. Bro. Bow has been in the Sherman hospital for some time. He was being treated for rheumatism and later contracted pneumonia, and was in a critical condition for some time but is much better now.

Jack Drake, machinist, West Tulsa, has just returned to work after being off for several days. Jack said he was just trying the "flu," but he don't think he cares for any more.

Mr. and Mrs. W. Timbrooks, carman, have just returned from California where they visited the latters father and brother. They reported a very delightful time. It was the first time that Timbrooks had seen his father for eight years, and his brother for twenty years.

CHAFFEE ROUNDHOUSE

JAS. E. STOUT, Reporter

Night roundhouse foreman Brinkman was off sick with the "flu" several days recently.

Pipe fitter Geo. Morie was operated on for appendicitis a few days ago. Geo. is recovering very satisfactory at Frisco Employes' Hospital in St. Louis. Louie Krueger is working George's temporary vacancy.

Walter Reihm, clerk in division store keeper's office was married during the holidays. We congratulate the lucky lady Walter and wish you both much joy and happiness.

General roundhouse foreman H. E. Hubbard says he is qualified for a Sub Polar Expedition after living through a trip from Chaffee to Mingo on an open road motor car in the wee small hours of the morning with temperature far below summer heat.

Boilermaker John M. Sheeley suffered a very painful injury to his right hand recently. John was changing a tire on his car and in some manner got middle finger mixed up and almost off instead of the tire.

Stationary Engineer Hawkins has been on the sick list since Christmas. Ivas (Peck) Hamilton is working Hawkins vacancy.

Bill Deckert, special equipment machinist has been with us since January 1st, overhauling Brown Hoist for store and car departments.

LOCAL No. 29—FT. SCOTT

ROY W. RECTOR, Reporter

John Rounds has been in the Frisco hospital for the last two weeks due to a minor operation. Johnnie is back on the job again however and feeling fine. He says we have a wonderful hospital.

We wish to extend our heartfelt sympathy to Mr. and Mrs. Frank Grabner in the loss of the mother of Mrs. Grabner.

Mrs. John Jarboe and son, Bobby, have recently returned from a short trip to St. Joseph, Mo.

Orville Newell has returned from the Frisco hospital where he had his tonsils removed.

We extend our deepest sympathy to Mr. and Mrs. Harry Moore in their sorrow over the bereavement of Mrs. Moore's father who had made his home with them for many years.

Altho there is no official contest on we believe that Frank Blankenship and Joe Sellers are the champion rabbit hunters of our shops, with John Bunn and Verne Jones as close seconds.

Ed. Pierce has moved to Ft. Scott from Redfield to make this his home. This is a long promised move on Ed's part, Eh, Ed.

P. J. Moore, general foreman, who has been confined to his home for over a week with an attack of the flu, which later developed into diptheria, is improved at this writing.

Bob Bradley recently paid a visit to relatives in southern Arkansas.

Mr. E. L. White, who was a machinist for thirty years here at Ft. Scott, passed away at his home on December 23, 1928. He was the father of Roy White, machinist, Ft. Scott and of Hugh White, Kansas City, to whom we extend our sincere sympathy.

LOCAL No. 19—MEMPHIS, TENN.

C. J. DAILEY, Reporter

J. H. Humphreys, pipe fitter, drove to work with his wife in their Dodge and on her return home met with an accident which resulted in minor injuries to herself and demolishment of the car.

S. F. Ferguson, back shop foreman, spent the holidays at the home of his parents in Kingsville, Texas.

Ray Shepherd, machinist apprentice, and wife, mother and sister spent the holidays in Springfield visiting relatives.

P. W. (Pinky) Landers, night machinist, is off sick with the flu.

Bill Jorden, general roundhouse foreman, was off a week with the flu.

M. L. Chick, assistant roundhouse foreman, was off sick with the flu for several days.

W. H. Gimpson, general foreman, is off sick with the flu.

P. O. Woods, Jr., machinist, formerly of Springfield, finished his trade at this point and after working as machinist for several months, has accepted a position as steel-inspector for the Commonwealth Steel Co., St. Louis, Missouri. We all wish him success with his new position.

T. W. Chapman, second-class machinist, was married to Ethel Scroggin on December 22.

W. C. Shoup, back shop machinist, and wife spent the holidays visiting their parents in Neodesha, Kansas.

M. W. Stewart, machinist helper, and wife spent the holidays with her parents in Hayti, Missouri.

F. W. Huff, machinist, and wife spent the holidays visiting with their parents in Springfield, Missouri. Huff was in such a great hurry to get to the depot to catch the train for Memphis, that he forgot his pass and had to return to the home of his parents, which was quite a distance, for his pass. He was lucky that the Springfield speed cops were froze up or he probably would have had to stay longer than he intended.

Bob Vernon, machinist, formerly of Springfield, is in St. Joseph's Hospital. He was operated on for appendicitis and is in a very serious condition. We all wish Bob a speedy recovery.

Joe Herbold, second-class blacksmith, and family spent the holidays visiting with their parents in Thayer, Missouri.

Mrs. Otto Ketteman, wife of machinist, spent the holidays visiting friends in Little Rock, Arkansas.

George Berry, machinist, motored to Jackson, Tennessee and Paducah, Kentucky and other points in that vicinity during the holidays.

NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

The boys of the North roundhouse have all signed the pledge for 1929. In this case it is neither a "swear off" or "swear on," but every one pledges his very best effort to avoid accidents, not only in 1929 but for all time to come. It is very gratifying to know that so far we have not had an accident even of a minor nature.

Elzy Gott, machinist on the day shift was the victim of queer pranksters several days ago, the marauders punching holes in the gasoline tank of his new Buick car, evidently to secure the gasoline.

J. B. Medkiff, machinist, who recently finished his apprenticeship here and was given a position at Hayti is again working here as extra. This on account of being cut off by force reduction at Hayti.

George Snyder, machinist, is again with us after being off several days account of the serious illness of Mrs. Snyder, who we are glad to say is improving nicely at present.

Cecil Groves, cellar packer, suffered the loss of Wilbur Dean, his eleven months' old twin son, whose death occurred December 27.

Mr. and Mrs. Chas. Dummit, have returned from a holiday visit at Tulsa, Okla., where they had a great time. Mr. Dummit is third shift grease cup man.

George Rook, machinist, was off several days the latter part of December, suffering from rheumatism.

Ed. Bridwell, who supervises work through going engines at the passenger station made an extended trip to California and since returning home has been unable to resume his duties owing to illness which it is feared is serious.

John Stewart, machinist on dead work, has been confined to the hospital where he underwent an operation for an abscess in his head.

Alene, the seven year old daughter of Lawrence Patten, machinist, has been quite sick with pneumonia fever, but we are glad to say she is improving.