

ON FIRST ENGINE THRU BOSTON TUNNEL

THOMAS BURNS, engineer on motor car 2104, which runs between Springfield and Kansas City, has but two more years of active service before he reaches the pension age. But his career with the Frisco Railroad will make his memories colorful, for he has worked with the railroad when tracks were being laid in virgin territory, and he treasures the record that he was the fireman on engine 17, when it was the first engine through the Boston Mountain tunnel on the Central division at Winslow, Ark.

He came to Springfield in 1880 and learned to fire an engine on the old Frisco. Then he went into the shop as an engine wiper. When the construction work was being undertaken from Fayetteville south, he fired on the construction engine. He was only 17 years old at the time, and he was promoted to engineer at the age of 18 years.

It was difficult to get crews for the engine during the construction work at that time, due to a dreadful epidemic of smallpox and malaria in that section. Both negroes and whites died by the dozens, and he said that when a death was reported, a whistle was blown and oxen hauled the coffin to the little camp.

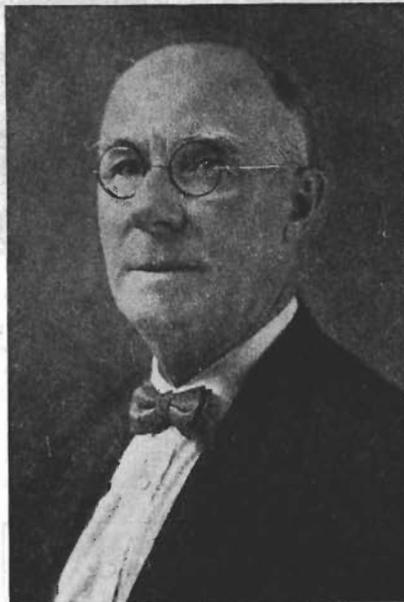
There were ninety men employed on the construction work, and it was with great difficulty that the road was built. Following his work with the construction train, he saw service over the entire Frisco Railroad, at various points. His longest run was from Springfield to Peirce City, on a local, which took him all day; thence to Tulsa for a train of stock, then he came to Springfield and cleaned the fire and took a second train to Newburg. He then returned to Springfield with a local train of eighteen cars of merchandise. On the final lap the fireman went to sleep and Mr. Burns fired and ran the engine into the home terminal. The entire trip consumed seventy hours and during this time he had had no sleep.

Considering the eight-hour law today, the above instance is difficult to believe, but it was the sturdy pioneers of those days, whose job of railroading was their entire existence, who have made the Frisco one of the outstanding roads of the country today. The loyalty of its employees, while not tested with physical

Veteran Engineer Thos. Burns, of Springfield, Worked on Construction of Central Division

endurance today, is brought forth in many other ways.

The orders given to the engineer in the old days were sometimes that he was to meet a train between two points and one train would, of course, go in the siding. It was usually a rule that when the engineers thought the train approaching was near, they would give the



THOMAS BURNS

fireman instructions to "smoke in," which meant that he would fire the engine so that huge, black billows of smoke would shoot skyward and the engineer of the other train would know that the train was near. Compared with the automatic block signal system of today, the accuracy of the dispatchers in arranging meeting points to the split second, the old "smoke in" system seems more antiquated than it really is.

Mr. Burns recalls many of the older railroad men and those who were formerly with the Frisco, many of them having passed on. He remembers Carl Gray. Mr. Burns was firing a locomotive for \$90.00 a month when Mr. Gray was a night operator for the Frisco at Avoca at the salary of

\$35.00 a month. Mike Kearney, well remembered as a Frisco master mechanic, was Mr. Burns' mother's brother.

There is also another distinction of which he is proud. His great uncle, Than Laten, ran the first engine that was ever run in the United States, on the Hudson River Railroad, from Albany to Schenectady.

"The old timers will remember the little 'consolidators,'" Mr. Burns said. "And there will be many of them who will remember the long hours of overtime which they put in without pay, and dreaming of the good home-cooked meal at home. They managed to 'last' with the aid of a can of sardines and some soda crackers, slept in little, one-story rooming houses and drank bad water. But we lived and thrived on it, and we thought it was great sport. A railroad man's job in those days was a real 'he-man's' job, and it was no place for a man with a weak back or a poor constitution.

"Sometimes I wonder how we managed to survive it all. I take that little motor car over the road with 12 round trips a month between Springfield and Kansas City and it's just like taking candy from a baby, compared to the old days of railroading.

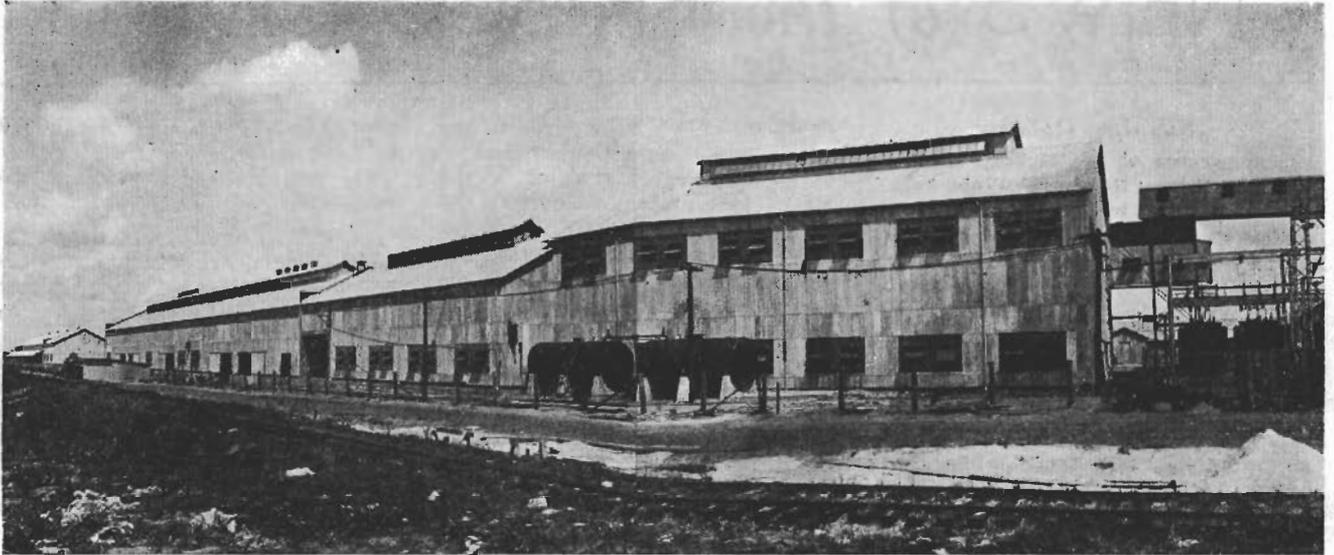
"The motive power, of course, has changed, so that if one of those old timers, who had not bridged the gap between the years of 1881 and 1931 could suddenly come to life, he would think he was in heaven, and had a job on a railroad with more improvements than any 1881 railroad man dared to conceive.

"You hear a lot of talk about we engineers not liking these little motor cars, but I believe, as a rule, that they do prefer them to the big steam engines, at least I do. The motor car, like the engine, has reached a high state of perfection, and it is a joy for me to take it out on each trip."

Mr. Burns is the proud possessor of a forty-year badge, given him by the Brotherhood of Locomotive Engineers. He takes an intense interest in the activities of the Veterans' Association and, while he claims no hobbies, he enjoys a day on the river fishing.

There have been only a few times when he has had his record broken, once when he received an injury, and he is hale and hearty and still enjoying a day's work.

Temlok Plant at Pensacola Completed at Cost of \$1,200,000



AMONG the major construction projects completed on Frisco Lines recently is the plant of the Newport-Armstrong Company, built at Pensacola, Fla., for the manufacture of Temlok, a new insulating board, which is made from spent pine chips and which will be marketed as house insulation and for industrial purposes. The recently finished factory represents a capital investment of approximately \$1,200,000.

The Armstrong Cork Company of Lancaster, Pa., and the Newport Company of Carrollville, Wis., entered into an absolute partnership for this enterprise. The Armstrong Cork Company, which manufactures linoleum and cork products, has sales offices in the leading cities of the country and it is through this organization that Temlok will be distributed. The Newport Company has a large naval stores plant at Pensacola, which furnishes the raw material used in manufacturing the new insulating

board and this company will direct all manufacturing operations.

Erection of the factory at Pensacola followed extensive research for suitable raw material available in quantities sufficient to produce a comparative low-cost insulating board. Among the materials tested were cat-tail fibres, Spanish moss, rice straw and mica. Of all the materials tested, however, investigators reported yellow pine stumps, such as are found on thousands of acres of deforested areas in the South, as best.

The Newport Company plant for the extraction of rosin from pine stumps presented an adequate source of excellent raw material, since the pine chips remaining after the process of extracting rosin, contain tough fibres which, when properly fabricated, produce an insulating board that meets requirements for toughness, durability and economy.

Pine chips are delivered to the new factory from the adjacent Newport

Company's plant on conveyors and then put through the process necessary to reduce these chips to fibres of correct size to make good insulating board. In taking the rosin from the chips, a percentage is left in the chip, which tends to give the finished product a low water absorption quality. After chips are first treated, then carried on conveyors to mixing vats where water is added to bring the pulp to the proper consistency. The pulp masses then go to a forming machine and the wet board is taken from that machine by a "doctor blade" and is carried on continuous roller conveyors to cut-off saws, which cut the wet cake into pieces 12 by 16 feet. In this form the material is sent through dryers to saws at the opposite end, where the finished board is cut into desired sizes for sale.

A composite photograph of the new plant appears above.

ASSIST BLIND PATRON

Perhaps it might be termed an unusual case of courtesy, but those Frisco employes interested in seeing that service be extended patrons of Frisco Lines, considered it a privilege as well as a duty to assist Miss Garland of Hollis, Okla.

Miss Garland, whose first name could not be obtained, is fourteen years old and blind. She arrived at Sapulpa, Okla., on Frisco train No. 10, en route to Muskogee, Okla., to a school for the blind. She had to wait in that city until No. 117. approxi-

mately five hours. J. R. Dritt, agent for Frisco Lines at Sapulpa, took her to his home and gave her dinner and kept her there until time to catch her train. He also gave her money to pay

her hotel bill at Okmulgee, where she was required to wait about six hours for a connection. When she was placed aboard the train at Sapulpa, she was put in the custody of a Frisco employe who saw that she was taken care of and placed on the train which took her to Muskogee.

O. L. Young, superintendent of terminals at West Tulsa, Okla., feels that the case is worthy of considerable merit, for it signifies the extreme interest which employes of this road are taking in patrons to whom courtesies of this kind are deeply appreciated.

OPEN LUNCH ROOM

The restaurant in the Tulsa Union Depot was opened September 1 and is providing 24-hour lunch room service. The restaurant is operated by the Union News Company on concession from the Frisco, Santa Fe and Katy, who use the Tulsa Union Depot.

NEWS of the FRISCO CLUBS

Sapulpa, Okla.

The purpose of the meeting of the Sapulpa Frisco Employees' Club, held August 17, was to create enthusiasm among employes and to get the club's fall solicitation program under way. Nearly 100 members and visitors were in attendance.

R. E. Leach, president, opened the session with a brief talk and introduced C. T. Mason, superintendent of Southwestern division, who was the principal speaker. Mr. Mason made an interesting talk touching on the extent to which bus and truck competition has affected railroads and citing methods used by other clubs in regaining the traffic lost to highway carriers. He also called attention to the reduction in the Frisco's payroll at Sapulpa during the past six months and urged employes to stress the value of this payroll to local business men. Others speaking in this session were H. F. Busch, division engineer; J. R. Dritt, agent; G. A. Brundidge, agent; L. Williams, conductor; O. H. Reid, general agent; S. A. Gates, conductor; H. W. Hale, assistant superintendent, and R. C. Canady, assistant superintendent. Nearly all of the speakers dealt with solicitation, emphasizing the importance of Frisco Lines maintaining a sizable payroll at Sapulpa.

Madill, Okla.

The business meeting of the Madill Frisco Employees' Club, held August 18, followed a watermelon festival which was attended by approximately seventy-five employes and members of employes' families.

Talks in the business session were made by Chas. Webster, agent at Ravia, and O. F. Nowlin, acting secretary of the club. Mr. Webster dealt with solicitation and the necessity for maintaining goodwill of the public and Mr. Nowlin urged employes to keep before the public the fact that Frisco Lines is a vital part of the community and that employes are interested in local affairs. J. W. Garner was chosen to serve as secretary until the next club election.

Afton, Okla.

A joint meeting of employes and business men of Afton, Oklahoma, under the auspices of the Frisco Employees' Club of Afton, was held in the passenger station at five o'clock the afternoon of September 16. Sixty five persons were in attendance.

President Wm. Estus opened the meeting by reading a short resume of the Frisco's interest in Afton to the business men present. He cited the \$78,000 a year payroll of Frisco Lines at Afton, and also the \$74,000 annual tax bill in Ottawa county, as evidence of the Frisco importance to the community.

W. L. Huggins, Jr., assistant traffic manager, St. Louis, and C. T. Mason, Southwestern division superintendent, Sapulpa, spoke on various phases of the railroad fight for fairness of competition against the trucks and waterways. Business men of Afton were called upon, and unani- mously announced themselves in favor of the Frisco as opposed to highway traffic.

The next meeting of the club will be held early in October.

In order to more ably solicit traffic and to otherwise promote the interests of Frisco Lines, twenty-seven resident employes of Afton, Okla., assembled September 2 and organized a Frisco Employees' Club there. The meeting was also attended by the following visitors: T. N. McKillop, engineer, Fort Scott; L. E. Elliott, water service engineer, Springfield, Mo., and J. D. Allison, grain and feed dealer, Wilson Burns, E. Vanwinkle and W. W. Mustain, all of Afton.

W. M. Estus, acting chairman, called the session to order and made a brief talk in which he outlined the purpose of the meeting and called attention to the decreasing revenue both at Afton and on the entire Southwestern division. He also pointed out the amount of the Frisco's taxes and payroll in the Afton district. Others making talks in this meeting were W. H. Shadlebar, agent; Mr. McKillop, Mr. Elliott, H. T. Morehouse, operator, and Mr. Allison.

In an election, held following the talks, Mr. Estus was chosen as president of the organization; A. Moton, vice-president, and Mr. Morehouse, secretary. Included in the election was the selection of an executive committee comprised of the following employes, each representing the group designated after his name: C. Ward, clerks; J. C. Rider, switchmen; A. K. Butler, maintenance of way employes; A. C. McQuigg, telegraph department; Emmett Todd and Chas. Evans, mechanical department; A. Hatcher, water service; H. Truman, car depart-

ment; Sig Matlock, engineers, and W. M. Kramer, linemen.

The next meeting was set for September 16.

Thayer, Mo.

The Thayer Frisco Employees' Club met at the Y. M. C. A. there September 1 to plan a Frisco Booth for the county fair to be held at Thayer, September 14 to 19. No other matters were taken up in this session. Committees were appointed and from indications in this meeting Frisco Lines will be represented at the fair with an excellent display.

Girls' Club, St. Louis, Mo.

Musical numbers were featured on the program at the luncheon of the St. Louis Frisco Girls' Club, held August 26 at the Jefferson Hotel. One hundred ten members and guests were in attendance.

Peppy selections by Bob Anslyn's Frisco Orchestra headed the list of numbers, and following the entertainment by the orchestra, Lester Goebles gave a specialty act in which he played several solos on a saw. Curtis York, 14-year-old student at the Pettingill School of Music, played several very pleasing piano numbers and Miss Kathryn Hamilton, an entertainer from Gingham Inn, sang several popular songs.

At the conclusion of the musical section of the program, Mrs. Louise Gibson, president of the club, announced that Miss Julia Stines, an active participant in club work, was leaving service September 1 to be married. After brief talks by J. N. Cornatzar, assistant vice-president, and S. S. Butler, general traffic manager, the meeting adjourned. Guests in attendance besides Mr. Cornatzar and Mr. Butler, were A. N. Laret, assistant to vice-president and chief purchasing agent; F. H. Hamilton, vice-president, secretary and treasurer, and C. G. Lamont, a former president of the St. Louis Frisco Men's Club.

Sherman, Texas

Discussion in the meeting of the Sherman Frisco Employees' Club, held August 24, was devoted to a number of subjects connected with the advancement of the interests of Frisco Lines and the club. Twenty-three members and four visitors were in attendance.

C. V. Montgomery, president of the club, opened the session with a report on a recent meeting of Trainmen

which he attended with several other members of the club. He said that members of that organization seemed to be very deeply interested in solicitation. Mr. Montgomery announced that a committee from the club planned to meet with other Big Four organizations soon.

Harry Harrison, of the accident prevention department, a visitor at the meeting, told of a resolution adopted by the independent retailers of Fort Smith, Ark., refusing to receive freight which came other than by rail. Following his talk, a report on the financial condition of the club, showed a substantial sum in the treasury. After discussion of a newspaper advertisement published by the Union Pacific employes of Denver, Colo., it was decided that the club should run a similar advertisement in the Sherman Democrat August 29.

T. E. Bliss of Fort Worth made a brief talk in which he suggested that the club might be able to assist in forwarding the Frisco's cause in Denison, Texas, and in the discussion which followed a number of members agreed that the club might offer assistance at Denison and at other nearby towns as well. It was decided that the president should write letters to all agents from Denison to Hebron, inclusive, offering assistance and suggesting that if a meeting with business men of the towns was deemed advisable the club would bring a good representation. The session was concluded with a brief talk by Mr. Harrison.

The Frisco Employes' Club of Sherman, Texas, took funds from its treasury recently and ran the advertisement, which follows, in the Sherman Democrat. As perusal of the advertisement shows, the club placed the Frisco's position before the people there in an effective manner. However, in addition to the advertisement, the Sherman Democrat a few days later commented editorially upon the club's message in the space it purchased.

The editorial calls attention to the fact that Frisco Lines employes more workers in Sherman than any other local railroad because of the shops there and says further, "Their (the club's) advertisement serves to give us an idea of the relative importance of the railroads to Sherman. Transportation is the lifeblood of a community, particularly an industrial center and our favorable position in this respect is to be appreciated. It is also one to be upheld as far as possible."

The advertisement follows:

TO THE SHIPPERS OF SHERMAN

Do you know that in Sherman alone there are 234 Frisco Lines employes? With their dependents they comprise a total population of approximately twelve hundred people. They are well paid; they are thrifty; more than seventy-five per cent of the Frisco Lines families own the homes they occupy. In 1930 they earned \$431,160.69 in salaries and wages which was spent in the markets of Sherman.

They are a very definite force working toward the permanence and solidity of the community.

In 1924 and 1925 the Frisco Lines employed in Sherman 503 employes with a monthly payroll of \$77,700.00.

Their prosperity rises and falls with the prosperity of the Frisco Lines. If the railroad is given the public support and patronage which it earns by its service to the community, it will prosper, and its employes with it. If other and unregulated forms of transportation are allowed to undermine the railroad, employment with the railroad is affected.

Your friendship and patronage is earnestly solicited.

FRISCO EMPLOYES' CLUB OF SHERMAN

Cape Girardeau, Mo.

A discussion of solicitation occupied the entire meeting of the Cape Girardeau Frisco Employes' Club, held September 3. Seven members were in attendance. Reports from the various club committees were deferred until a later meeting.

Tulsa, Okla.

The meeting of the Tulsa Frisco Employes' Club, held in the hall of the Public Service Company there, August 21, was given over almost entirely to solicitation and was featured by an interesting talk on that subject by O. L. Young, superintendent of terminals. Sixty members were in attendance.

Mr. Young urged each and every employe to use all possible influence to secure both freight and passenger traffic. He called attention to the vast decrease in business since last year and pointed out that working for more traffic is the most effective means an employe can take to insure his position.

A large per cent of those in attendance at this session reported securing business, tips, or both, and a letter was read from O. H. Reid, general agent, to Otis Mercer, yardmaster, expressing appreciation to Mr. Mercer for furnishing information for solicitation purposes that he had purchased a new Chevrolet from a local dealer. A letter was also read from John H. Dunkin, secretary-treasurer of the Brown-Dunkin Company of Tulsa concerning fixtures from Grand Rapids, Mich., in connection with the recent

expansion of that company. The fixtures were routed via Frisco Lines. At the conclusion of the session an attendance prize of \$1 was awarded to J. D. Rogers.

Fayetteville, Ark.

Sixty members of the employes clubs at Rogers and Fayetteville met in a joint meeting at Odd Fellows hall in Fayetteville, on August 12. President L. J. Price of the Fayetteville club presided. An interesting feature of the program was the performance of the railroad band, a Frisco organization using piano, guitar, banjo, mandolin and bass viol. The meeting was addressed informally by W. L. Huggins, Jr., assistant traffic manager of St. Louis; F. E. Brannaman, assistant superintendent Central division; Hugh Hayes, president of the Rogers club; Lee Caviness, president of the Fort Smith club; Agent D. G. Lehn of Fayetteville and others. A committee was appointed to make plans for the Central division's Labor Day picnic at Chester and the joint clubs unanimously passed a resolution to thank the Fayetteville Democrat, daily newspaper, for its fairness in presenting editorially the railroads' rate increase petition.

Girls' Club, Springfield, Mo.

Honor guests at the luncheon of the Springfield Frisco Girls' Club, held in the grill room of the Ontra Cafeteria there August 25, were Miss Dora Hennis of the Southwest Missouri State Teachers' College; M. M. Sisson, assistant general manager, and J. A. Moran, superintendent of the Eastern division. Sixty members and guests attended this affair.

Miss Hennis gave an interesting review of the book, "The Marks of an Educated Man," and Mr. Sisson and Mr. Moran made short talks. At the conclusion of the addresses, Miss Beatrice Deming, president of the club, introduced a number of girls who had been transferred to Springfield from other points. Among them were Misses Ethel Copeland, Ila Cook, and Julia Gossett of Memphis; Misses Eunice Hagerman and Vashti Grimes of Fort Scott; Miss Helen Rogers of Birmingham and Miss Dorothea Hyde of West Tulsa.

Girls' Club, Springfield, Mo.

In a recent election, the Frisco Girls' Club of Springfield chose the following officers to serve during the 1931-1932 club year: Miss Hazel Baker, president; Miss Marie Kidd, first vice-president; Miss Helen Heflin, second vice-president; Miss Dazel Lewis, treasurer; Miss Hazel Clark, secretary, and Miss Lillian Fuller, assistant secretary.

ASSIST IN FARM SALE

Colonization Dept. Helps Locate Apple Ranch for A. D. Romine

THE effective way in which the Frisco Lines colonization department under C. B. Michelson, colonization and marketing agent, brings settlers to lands in Frisco territory is exemplified in the file of correspondence outlined below.

On July 3 A. O. Romine of Hobart, Okla., wrote Mr. Michelson, mentioning that he had seen the colonization department advertisement in a time folder and expressed a desire to purchase a farm of twenty to forty acres in southwest Missouri or northwest Arkansas.

Mr. Michelson replied as follows:

"I am pleased to learn from your letter of July 3 that you are desirous of securing a small farm of about 20 or 40 acres in either southwest Missouri or northwest Arkansas.

"I am sure that you understand that the railroad has no land of its own for sale; however, we are co-operating closely with various firms who have propositions to offer and in this connection wish to state that a great many Oklahoma people have located recently in the vicinity of Marionville, Mo., which is situated between Springfield and Monett, Mo., on our main line.

"This particular district is especially adapted for the growing of apples, berries, grapes as well as dairy and diversified farming, and there are some very fine small farms in this section that can be purchased at the present time at reasonable prices. I am asking a Marionville land company to write you at once, describing what they have to offer in that section.

"I hope the propositions, as submitted will appeal to you and hope you will advise me further regarding your plans."

A carbon copy of the foregoing letter was sent to a land company at Marionville and they wrote Mr. Romine, sending him a list of farms for sale and inviting him to visit and inspect their various agricultural properties.

On September 9, Mr. Michelson received a second letter from Mr. Romine, stating that he had been to Marionville and had purchased a 20-acre apple ranch. He expressed great satisfaction with his purchase, but mentioned that his original intention had been to buy a chicken farm and that he was unfamiliar with apple growing. For that reason, he requested bulletins on the subject. However, instead of sending bulletins Mr. Michelson referred the file on the

Ward-Belmont Girls Pose on Frisco Train



About this time each year the popularity of Frisco Lines with students attending the colleges and secondary schools of the land is very much in evidence. Besides the group of Lindenwood College students which appears on the front cover of the Magazine, the fair young ladies in the photograph above, who attend Ward-Belmont College for Women at Nashville, Tenn., were among the many who used Frisco Lines. They obligingly posed for the Frisco photographer when they arrived in Memphis on the Kansas City-Florida Special from Kansas City the morning of September 15.

transaction to W. L. English, agricultural agent, and made arrangements for D. El Eicher, the Frisco's horticultural expert, to go to Marionville personally for the purpose of seeing that Mr. Romine received every possible aid toward achieving success in his new endeavor.

ENTER THE "HOBOESS"

That women are entering into nearly all occupations and in many instances filling places that in the past were held only by men is becoming widely recognized. Their latest invasion of the domain of men, according to reports recently received, is one that adds gravity to the railroad situation, for in recent months employes on trains have been troubled by women who have taken up hoboeing.

These women hoboesses have become a menace, it is said, and are bold, saucy, and much harder to handle than the male members of that itinerant profession. They usually travel in pairs, but if present indications materialize, they will soon be seen in larger groups.

Most of the female hoboesses fear neither God nor man and defy men to fill any occupation they cannot enter. A large number of them have worked in many male occupations. An example of this is illustrated by the following dialogue which occurred in a clash between a train employe and a "hoboess:"

"What are you doing on this car?"

"Ridin'."

"I'm sorry, but you'll have to get off."

"O yeah! Say, I'm on my way to a job as a taxi driver, and I can hobo as good as any man."

"I can't help that, lady, you'll have to have a ticket to ride on this railroad."

"Men get away with it and so can I. Why, I've been a conductoress, an authoress, an actress, a messengeress, a waitress, a poetess, a manageress and a photographeress."

Whether or not the employe managed to put this hoboess off the train he did not say, but Frisco employes seldom fail in their tasks.