

SPRINGFIELD LEADS IN EGG CANNING

CANNED eggs!

You never heard of them? Then this story of an industry which has not yet reached its tenth birthday may prove interesting. Even at this time the produce houses which are canning them for consumption, talk of figures which run into millions.

Springfield, Mo., the center of the poultry industry of the Ozarks and one of the greatest shipping and receiving points in the country will send out to eastern and southeastern customers, approximately four and a half million pounds of canned eggs this year. These canned eggs will come from the Producers Produce Company and Armour & Company, both located in that city. The Producers Produce Company have an order of 1,500,000 pounds from Standard Brands, Inc., on which they are working at this time and Armour & Company, additional orders make the additional millions of pounds.

There is a spotlessly clean room set apart in each of these plants known as the egg-breaking room. In the Producers Produce Company's room, fifty girls work at high speed on some of the most modern of machinery. The egg-breaking season started on March 1 and will close on August 1.

But let us take you on a trip through the egg-breaking room, for it is an education to the average layman who knows now for the first time that eggs may be canned.

Tables are arranged conveniently and efficiently in the egg-breaking room, with wide aisle's between. Before each girl is a group of cups, and into each one she breaks three eggs. After filling the cups she smells each one to find if the eggs are perfectly fresh, and if she finds no odors or bad flavors, she dumps the eggs in each cup into a big thirty-pound can. This can when filled is taken to the front of the egg-breaking room and poured into a mixing machine where the whites and yolks are stirred and mixed into a creamy, fluffy yellow.

Producers Co. and Armour Will Ship 4,500,000 Pounds This Year

Then the empty cans are placed on a scale, a lever is touched and the can is filled and automatically stops at thirty pounds. It is then taken off the scale, the top is placed on it and it is taken to the freezing room where the temperature is ten below zero and the eggs are frozen. Seventy-two hours are required to freeze the thirty-

Every single egg which goes in the egg-breaking room is given a rigid test for freshness and must be free from all bad flavors. The girls who smell these eggs after they are broken are constantly on the lookout for an egg that smells "musty" or an "onion-flavored" egg. The speed with which they can break and smell the eggs is surprising, and its importance is evident when it is known that one "musty" egg in a thirty-pound can will spoil the entire can.

Each girl in the egg-breaking room is capable of breaking thirty cases, or 900 dozen eggs straight in a single day and can separate about eighteen cases a day.

There are four processes of canning eggs. The first, when eggs are broken straight with whites and yolks mixed and canned together; second and third processes, the whites and yolks are separated and canned separately as plain whites and plain yolks, and fourth, the yolks are canned with sugar. To pack sugar yolks, a sugar solution is added so that the eggs will already be sweetened when ready for use. The yolks are then mixed thoroughly before being canned.

Big bakeries, cake and candy companies, companies making dressings, etc., are the largest consumers of canned and frozen eggs, and most of the shipments go east and southeast. Last year 116 cars of the canned frozen eggs were shipped on Frisco Lines from Springfield via refrigerator cars, and it is estimated that it will take approximately 250 cars to carry the canned eggs from Springfield to all points during the season of 1932.

Reports from the plant of the Producers Produce Company at Springfield show that they are running ahead of schedule and some new records have been made. The egg-breaking room has been open since February 29, and on one day a total of 1,062 cans or 31,862 pounds of eggs were broken and canned by the force

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The picture above shows the egg-breaking room of the Producers Produce Company at Springfield, Mo., where the eggs are broken, mixed and placed in thirty-pound cans ready for the cold storage room. The actual canning process is visible in the background.

pound can of eggs. These cans are then placed in solid piles in storage.

And here is where the railroad proves indispensable in handling this commodity. Through the use of its refrigerator cars, the eggs may be kept at the temperature desired and the eggs may be shipped in perfect safety. A. L. Farnham, manager of the Producers Produce Company, highly praises this service, which not only can handle the production of this plant in volumes, but with no change in temperature from the time the cans leave the freezing room until they are delivered to the customer.

Canning eggs is the most ideal way known to preserve eggs. Fresh eggs can be broken, canned and frozen solid and when thawed out they are exactly the same quality as the day they were canned.

GLAD "GOOD OLD DAYS" ARE GONE

THE so-called "good old days" are all right to reminisce about but that is about all they are good for, in the opinion of J. E. Bradley, bridge and building foreman of Ft. Smith, Ark., who with the exception of one break has been in the service of Frisco Lines since June 30, 1885. Mr. Bradley should know, for, excluding the seven years he was out of the Frisco employ, his service totals forty years in the maintenance of way department. He did qualify his statement a bit, however, by adding "except for the depression, I'd rather work under present conditions.

"Why, I even have a radio out on the job sometimes now," continued the hearty veteran, who is a live wire in thought and action despite his sixty-seven years. "Contrast this with the days when we had the weighty old hand cars with 24-inch cast wheels. We called them 'battleships' and 'battleships' they were. The cast-iron lever was about six feet long and when depressed came within a foot of the floor. The chief requisite for working on one," laughed Mr. Bradley, who is fond of a joke, "was a good limber back and a weak mind. At best you could get about 6 miles an hour out of them. It took a gang of eight or ten men to run one. Of course, that was allowing for 'sleds.'"

"What are 'sleds?'" Mr. Bradley smiled again. "Perhaps I should have called them deadbeats. 'Sleds' were the fellows who would go up and down with the lever but wouldn't push on it."

Mr. Bradley is glad also that the old Joe Heaver pile driver that was in use when he began as a boy of 20 is gone. Joe Heaver, he explained, was the name the men gave to the old type of pile driver that had no wheels. It had to be pried into place on the rails and had two uprights between which a weight, or hammer, slid up and down. The uprights were braced with guy wires. At the top of the uprights was a pulley through which went a cable attached to the 1,800-pound weight between them. By an arrangement of cables and pulleys the weight was pulled up by a team of horses or mules which walked from the rear of the machine and when it reached the top, it was released and allowed to fall upon the pile that was being driven.

"But even more primitive than the Joe Heaver method," related Mr. Bradley, "was the way I put in a bent on a bridge near Lancaster, Ark.,

J. E. Bradley, 67, B. & B. Foreman at Fort Smith, Ark., Contrasts Today With Olden Times on Frisco



J. E. BRADLEY

in 1887. If I thought Believe-It-Or-Not Ripley knew bridges, I'd send him this one. We drove, or settled, all the piles in the bent with a 24-pound sledge." (A bent is comprised of several piles driven in a row at right angles to the rails on the bridge. A heavy timber is fastened horizontally across the tops of the piles and the weight of the bridge rests on it.)

Mr. Bradley has seen the pile driver evolve through various steps to reach its present mounted form in which it is easily moved and adjusted. "Probably the most important development," he said, "was the replacement of horse and mule power by a steam engine."

Despite the inconvenience and slowness of the old Joe Heavers, he confesses that a great deal was accomplished with them. One project he pointed out as an example in which a Joe Heaver was used exclusively was putting in false work across the Verdigris river near Tulsa. This work was done over a distance of about 156 feet.

Mr. Bradley says his career has been one that has witnessed progress on the system from the beginning

and he has been glad to see each forward step. It has been his privilege to see hand brakes give way for air brakes; the link and pin go for the automatic coupler; the wooden coaches replaced by steel ones and the small diamond stacked locomotives supplanted by the steel monsters of today.

When he began railroading, the Frisco had 900 miles of track and the terminal points were St. Louis, Ft. Smith, Red Fork, Okla., Ellsworth, Kan., Chadwick, Mo., and Bolivar, Mo. At that time there was no bridge across the Arkansas river at Van Buren and in those days, he frequently saw an entire train moved across the river by ferry. It didn't take a large ferry to do it, either, Mr. Bradley pointed out, because the trains usually consisted of two small wooden coaches. The locomotives were not transported as one brought the train up to one side of the river and another continued with it after it had been ferried across. There were two trains a day, one in the morning and one in the afternoon.

A steel bridge was completed at Van Buren the year after Mr. Bradley came to the Frisco and he helped lay the ties on it.

Mr. Bradley's work has always thrown him in close contact with improvements on the road. At an early date, his duties included replacing wooden spans on bridges with steel ones. He helped replace the wooden spans between Pierce City and Ft. Smith and between Pierce City and Tulsa. He also helped build the terminal at Monett when it was moved there from Pierce City and the terminal at Ft. Smith when the Chester and Talihina were no longer maintained as terminals except for local crews.

Mr. Bradley was born at Elizabethtown, Ark., March 5, 1865, and was reared in Jackson and Cass Counties, Missouri. His first work was on a farm in Lawrence County, Mo., and later he worked with a sawmill in Howell County, Mo. He entered the service of Frisco Lines as a water and tool boy with a gang working on a bridge between Ft. Smith and Red Fork, Okla., June 30, 1885, and after about six months he was doing carpentry work and about a year later was a full fledged carpenter. He remained in that capacity until 1896 when he became a pile driver engineer at Springfield. He was troubled with ill health, however, and

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FRISCO LINEMEN PLAY IMPORTANT ROLES

Roy Helms, of Joplin, Tells of Strenuous Duties

SUPPOSE you should pick up the telephone receiver at your desk in the Frisco office building in St. Louis and request the operator to connect you with a certain office in Springfield. At times she will tell you that they are having trouble on the line and she will get your call in a few moments.

You take up other work and within the space of a short time your call will come through.

Perhaps the details of your work kept you from wondering what was the matter with the line, and with the call completed you forgot the incident.

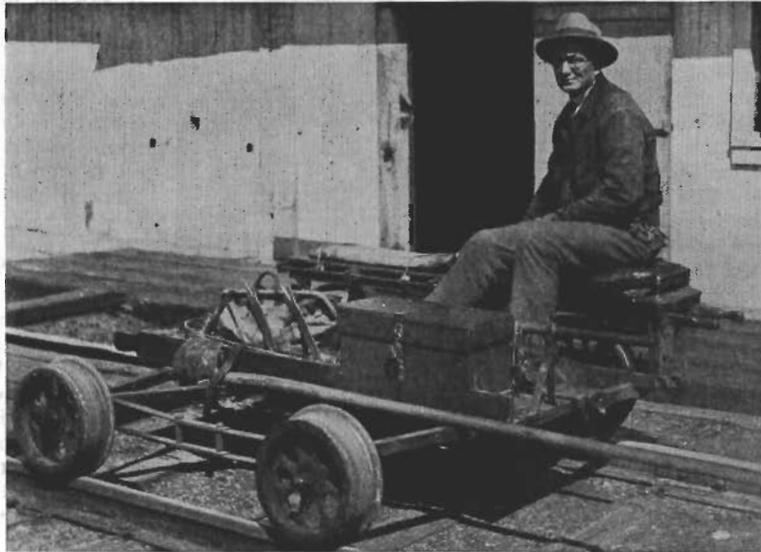
There are at this time thirty linemen located on Frisco Lines who play an important part in the telephone and telegraph communication of the Frisco system. To repair and get into shape again a broken line, is only one of their tasks. These men are subject to call day and night. If the snow and ice hang heavy on the trees and they are at home around their fireside, they don cap and muffler and brave the storm so that the telegraph system of a railroad will not be broken.

In attempting to locate the oldest lineman (not in age, but service) with Frisco Lines today, S. B. Musgrave, general foreman of the telegraph department at Springfield, Mo., gave the name of Roy Helms of Joplin, Mo., as the oldest man in point of seniority on the Frisco system in the capacity of lineman. Sometime later it was possible to interview Mr. Helms and since then, when the operator says that the line is temporarily out of order, the vision of a lineman on his motor car with his tools beside him speeding to the trouble comes to mind.

"If it wasn't for the trouble on the line, the linemen would be out of a job," Mr. Helms said.

"What do I mean by trouble?" he said in answer to an inquiry. "Well, I believe the most unusual incident that I have ever had happen to one of the lines under my supervision, happened not long ago. I got a call to

go to a certain mile post where I found the circuit broken. I got on my motor car with my tools and upon arriving found that some species of sand crane, with an unusually long neck had flown low and had not seen the wires. As the bird passed through, its head went between two wires, and the impact of the body against the wires, threw it completely over the two,



This is the way Roy Helms starts his day's work as a veteran lineman for the Frisco. He is shown on his motor car, ready to leave Joplin for some distant scene of line trouble.

breaking its neck and allowing the wires to touch, causing the trouble. I removed the body and the circuit was all right again.

"Snakes have caused trouble, too, in climbing the poles and wrapping their bodies around the wires. Of course they are killed, but we must remove their body to get the wire clear again. Boys flying kites prove another hazard, as the strings get wrapped around the wires and pull them together.

"Of course these instances which I have mentioned above are easy to fix, but sometimes some little connection which cannot be seen will be broken and it takes some time to find it, but find it we must, and as speedily as possible."

For several years the Frisco has had installed at the points where its wire

chiefs are located at relay offices, machines which indicate that there is trouble on the line and through these machines they can locate that trouble to the exact mile post. If the current has

been cut down due to a defect or broken wire, the machine registers the diminished current, and the wire chief knows, through turning another dial just where the trouble is.

But trouble with the wires and repairing them is not a lineman's only duty. They may be called upon to install new telephone instruments, switchboards, set poles, connect and

disconnect wires and telegraph instruments at stations opened and closed, and numerous other duties which keep their time fully occupied.

In talking with Mr. Musgrave in regard to the work of these men he said that they must be men of unusual qualifications. They must be capable construction and equipment men, they must be able to meet the public, and able to correspond intelligently in regard to their work. In other words they are a rare combination of outside line experts, and office men, and with a knowledge of electricity. Besides this they must be conscientious and they must be thoroughly "in tune" with their

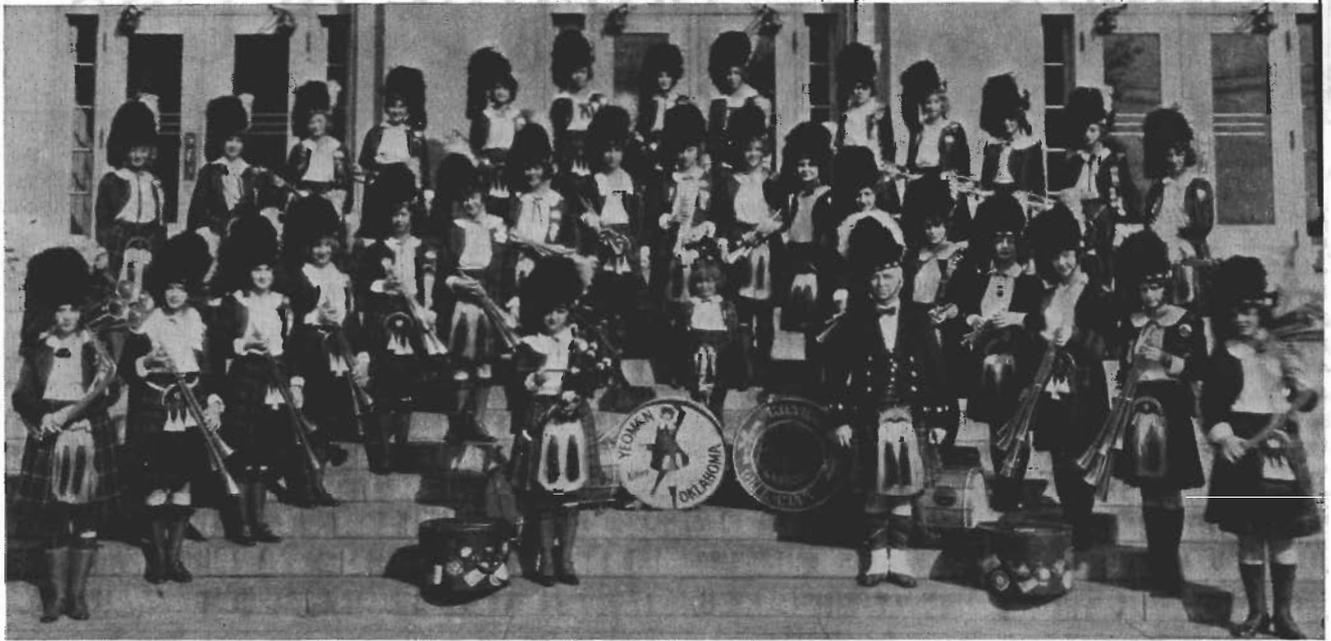
work.

Although Mr. Helms has the privilege of calling on the section gang to help him set new poles along his territory, he often does the work himself.

Mr. Helms has been in the service of the telegraph department of Frisco Lines continuously since September 1, 1899. His first service was in the bridge and building department. Then he went on track work. He then served the Frisco doing concrete work and then served in a gang which was stringing wire from Thayer to Kansas City on July 6, 1899. He worked here but a short time, then went back on concrete work, and his continuous service in the telegraph department dates from September, 1899.

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Girls' Kilty Band, of Oklahoma City, Boosts "Murray for President"



Oklahoma City's famous Yeoman Kilty Band, which appears above, will accompany the "Murray for President" special train from Oklahoma City to Chicago, via Frisco Lines, for the Democratic National Convention, June 27.

The special will leave Oklahoma City on June 22 and proceed to Chicago over the Alton on June 23. This band of forty musicians is under the direction of Captain E. G. Fry and is said to be the only band of its kind in the United States. The girl musicians all live in Oklahoma City and the band's avowed intention is to boost Governor Wm. H. ("Alfalfa Bill") Murray as the next President of the United States.

Linemen Play Important Roles

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He was located at Monett, Mo., for three and one-half months; on the Southwestern division for about three years in line work, and then came to Joplin. His territory at this time is between Peirce City and Neodesha, including Baxter, Joplin and Carl Junction and all branches surrounding this territory.

Mr. Helms travels to the scene of trouble on a motor car, and has been off duty only for two weeks at a time on leave, or vacation period. He has his own home in Joplin and seldom leaves it but for a few days a year spent in vacation rest. He is most conscientious in regard to his work and while there might be hours at a time when he could be absent without the knowledge of anyone, he is, and has always been, most particular in being on the job continuously. Several years ago he secured permission from the wire chief to drive to Neosho to a sunrise Easter service. He intended to be gone but about two hours. He had not been on his way more than twenty minutes when a bridge burned out and he was needed. The lineman from another part of the line was called and Mr. Helms reached

the scene about 3:00 o'clock in the afternoon although he was back in Joplin at 9:00 a. m. While he had permission to be gone, he has always regretted the incident.

If he has a hobby, other than rail-roading, it is "puttering" around the house as Mrs. Helms calls it. He has built his garage, remodeled his home and keeps it in perfect repair. He is also nursing a bed of roses and some other flowers which will make his home attractive in the summer months.

And although he has seniority to take any vacancy which may occur in a lineman's position on the Frisco system, he prefers Joplin, where he will no doubt continue to remain and serve loyally for many more years.

WIN CASH PRIZES

Lerlene Johnson, age 11, and Owen Johnson, age 15, both of Freemont, Mo., were each the recipients of a \$2.50 gold piece for having presented the best essays on "The Benefits of the Frisco Railroad in Carter County", and for the longest list of words made up from the slogan, "Frisco Club Welcome."

HISTORICAL HILL

A page from the history of Frisco Lines was brought to light some time ago when inquiry was made regarding the naming of Frisco Hill, located near De Soto, Mo.

It appears that in 1883 Chas. H. Beggs, Louis J. Berger, Robert E. Lee, David R. Davies, Arthur Young and Felix W. Young, all employees of the St. Louis and San Francisco Railway Company formed the Frisco Bicycle Club.

During that year they made a trip to De Soto, Mo., via the old Lemay Ferry Road. When they reached one of the hills south of the Meramec River, too steep to climb on the old high wheels, weighing over fifty pounds, they walked up and stopped at the top to rest. One of the club members suggested laying stones along the side of the road to form the word "FRISCO". The stones remained intact for several years and subsequently the St. Louis Cycling Club placed a marker there and that particular hill has since been known as Frisco Hill.

Customer: "Are those eggs strictly fresh?"

Grocer: "George, just feel if those eggs are cool enough to sell yet."

NEWS of the FRISCO CLUBS

St. Louis Girls' Club

Seventy-five members of the St. Louis Girls' Club and fifteen guests met in the Gold Room of the Jefferson Hotel at noon on March 30 for their monthly luncheon, with the program dedicated to F. W. Young, paymaster of Frisco Lines, who recently celebrated his fiftieth year of service.

There was a total of 178 years' combined service of the veterans who surrounded Mr. Young at the speakers' table. They were: L. O. Williams, secretary, 34 years; F. G. Jonah, chief engineer, 30 years; W. D. Bassett, secretary, pension board, 40 years; S. J. Fortune, general accountant's department, 34 years, and L. E. Martin, assistant to the president, 40 years.

Mrs. Louise Gibson, president of the club, had recovered from her recent injury and presided at the meeting.

Mary Lee Mitchell, of the Morse School of Expression, favored the audience with a reading, and it was most appropriate that Madeline Young, niece of F. W. Young, should be present and present a group of her vocal numbers. She was enthusiastically applauded and responded to several encores. Bob Anslyn's orchestra played during the meal.

Mrs. Young sat beside her husband at the speakers' table and acknowledged the introduction of the president by standing. Mr. Young reviewed his long and interesting career with a few brief but amusing incidents. When he made application to Alexander Douglas for a position, he asked him for a specimen of his handwriting. Mr. Young sat down and wrote: "Hearing there is a vacancy in your office I have come to fill it." He was fourteen years of age at the time and was hired as office boy on March 10, 1882. He recalled a number of the old timers, now pensioned and those with other companies throughout the entire country, with whom he has worked.

Mr. Bassett, Mr. Williams, Col. Jonah, Mr. Fortune and Mr. Martin were called upon in the order named and they all paid Mr. Young fitting compliments regarding his efficiency and his faithfulness.

Mrs. Gibson announced a new entertainment committee consisting of Marge Schope, Lydia Peterson and

Ella Ecklekamp, and the meeting was dismissed fifteen minutes early, so that members of the club might extend personal congratulations to Mr. Young.

Jermyn, Tex.

A report from the recently formed Frisco Employes' Club of Jermyn (on the Frisco's Texas Lines) shows that an extensive and efficient organization has been completed there.

The officers of the club are F. J. Wieman, president, Jermyn; B. W. Bryan, vice-president, Jean, Tex.; and J. D. Montgomery, secretary-treasurer, Seymour, Tex. The club has adopted by-laws which provide annual appointment of committees on traffic tips, finance, programs and refreshments. The personnel of the committees is as follows: Traffic tips committee, G. W. Jessup, agent, Olney, chairman, F. E. Beck, C. M. Powell, Joe Smith, S. Box, J. D. Montgomery, W. M. Thrasher, George Dement, B. W. Bryan, Roma Hall, and J. S. Neves. Finance committee, S. Box, chairman, T. E. Bliss, A. H. Craig, W. C. Butler and J. L. Ray. Program committee, C. M. Powell, chairman, J. D. Montgomery, E. D. Moss, G. W. Jessup, and W. T. McWilliams. Refreshment committee, F. W. Brodie, chairman, L. Strickland, J. C. Burchell, Joe Smith, G. C. Bishop and L. C. Burch.

Tulsa, Okla.

A report from the membership committee, made in the opening of the meeting of the Tulsa Frisco Employes' Club, held March 18, showed an excellent sale of membership cards. About 150 employes were in attendance.

F. J. Wilson, treasurer of the club, made a report on the financial condition of the club and an announcement on solicitation work showed that members were taking active interest.

A letter from the Mayo Furniture Company of Tulsa to Wm. Volker and Company, Kansas City, instructing shipments be made by rail instead of by truck was read to the meeting. The club then passed a resolution regarding bus and truck competition, and it was agreed that the club should write letters to be accompanied by the resolution to all congressmen representing that section of the country. It was also decided that the

letters should be written over the signatures of club officers and that as many members as possible should sign the letters.

The business section of the meeting adjourned at 8:55 p. m. and the remainder of the evening was given over to dancing to music furnished by the Tulsa Musical Raketees. During an intermission the dancers were entertained by little Misses Ellas Marie Riddle and Betty Jean Chappell, who gave several tap dance numbers. There was no charge for the dance, but each member brought a basket of food which was to be distributed among the needy. A number of employes from Sapulpa were visitors at the meeting.

Clinton, Mo.

The meeting of the Clinton Frisco Employes' Club, held March 20, was attended by eleven members and was given over chiefly to solicitation.

Considerable new business was reported, and communications were read from J. R. Coulter, W. L. English, J. A. Moran, Mr. Shartell, C. H. Baltzell and W. L. Huggins, Jr. A resolution by the Monett Frisco Employes' Club, regarding bus and truck regulation, was read and indorsed by the meeting, and J. B. Brown, president of the club, was instructed to mail a petition signed by all local employes and business men to Congressmen Hawes, Patterson, Dickerson, and Johnson, requesting their aid in securing regulation. The next meeting was set for the third Sunday in April.

Thayer, Mo.

Solicitation was the chief topic of discussion at the meeting of the Thayer Frisco Employes' Club, held in the Y. M. C. A. there, March 18.

A report covering the agents from Thayer to Jonesboro, and from Thayer to Willow Springs showed an increased number of routing orders. Talks were made in the meeting by E. L. Magers, William Marsh, F. E. Sanders, Walt Davidson and H. W. Watts. Mr. Sanders, who has a pick-up and delivery contract, gave several pointers on improving pick-up and delivery service. T. H. Edmundson, president of the club, announced that John Holland, division freight and passenger agent, would be in Thayer soon to solicit business from livestock shippers, and it was