



## LEND A HAND TO HELP THE RAILROADS

By W. G. GREENE

The losses of business men and farmers because of inadequate transportation service in 1920 prompted our railroads to make enormous expenditures on improved standards of main tracks and structures; heavier rails, fastenings and appurtenances; heavier bridges; second, third and fourth tracks and sidings. Besides additional terminal facilities, stations, train control, signals and the like, they have made a very large investment in equipment, both locomotives and cars. The cars are of larger capacity. The locomotives not only have more power and increased efficiency, but much greater axle loads.

During the past ten years there is a showing of increased operating efficiency. This is not only due to the more efficient equipment and additional facilities but much should be properly credited to increased skill of management. Apparently the railroads were working in some places at an overload at which they were not efficient, as was manifested by congestion, overtime and other symptoms, and the remedies applied

by them have eradicated such. While there undoubtedly were operating reasons for improving and adding facilities, it must be admitted that we have shown a decided lack of appreciation for what the railroads have done in the development of our country, particularly in the past ten years during which they lacked an increase in physical volume of business. At least the record for more than a decade approximates a horizontal line and this is a better gauge than is the dollar volume for trend and outlook.

Regardless of what may have been their earlier disabilities, the railroads had the courage to prepare to give us more and better service on the assumption that we would take it up, as we did in 1920. They did not expect to be hamstrung by political intrigues and government competition, although they had then been under government supervision for many years. There was no thought of bus and truck competition, or the heavy taxation to extend waterways and highways to be used against them. There was, however, a demand for

heavier passenger car equipment to provide more safety. The railroads met this demand at large cost until today they provide about 3,000 pounds weight per passenger in the coaches which they haul on excellent roadways with rails to guide them, train control, signals, high speed brakes and other safeguards, against approximately 200 pounds in the competitive bus which speeds at about the same rate against every kind of hazard on highways largely paid for and maintained by the railroads. The public thoughtlessly accepts these buses and trucks without regulation, and, with the railroads, pays for destruction of the highways through increased taxation. About the only complaint the public makes is on the interference provided by buses and trucks for privately owned automobiles.

The results that have been shown in operating efficiency are, of course, not all that the railroads hoped for since Federal control. But if the railroads, lacking an assured increase in physical volume of traffic, or tonnage and passengers, are not able to increase

rates and may, perhaps, look forward to a continued shaving of the rate structure, this is likely to discourage new investment for a while.

It is indeed an optimist who can now figure justification for further substantial increases in capital outlay by the railroads on any ground other than increased efficiency, productive of substantial savings. The public demand for more, better and safer railroad transportation was provided but has not been supported. Even the Federal Government is stimulating the States to make improvements that will result largely in grade crossing eliminations and trunk highway improvements. All of these will speed up motor competition. The Federal Government is subsidizing the airplane industry and air transport and recently one of the air lines reduced its rate from Coast to Coast to a level with the railroads'. The Federal Government is committed to an enormous waterway development. How can anyone figure from all these things that there is going to be a favorable change in the trend of physical volume of the railroads' traffic unless all competitors are placed equally before the law.

There never was a greater crisis confronting the future of railway investment and all dependent industries than there is with the outlook of today. Granted that the railroads cannot stop; that the country needs them; that their cattle and grain and refrigerator cars and service have helped to make our great farming industry profitable as well as to raise the European masses from a condition of semi-starvation; granted that the railroads must continue to make improvements for the purpose of increasing efficiency, not only to get additional income to support the increased capital investment, but to meet the increased competition growing on all sides. Are we going to take all this for granted and sit idly by, or are we going to help the railroads to

the traffic that rightfully belongs to them? To turn the traffic back to our railroads will stimulate business in general. It will enable railroads to buy new types of motive power that will produce greater efficiency in starting, acceleration on grades, and, particularly, to make long runs without terminal attention. It will enable them to eliminate physical impediments on the line that cause slow speed and stops. Sometimes these can be eliminated by merely rearranging the method of operation, but usually it requires physical changes and improvements.

The future operation of successful railroads will probably be based, to a large extent, on the proper solution of their problems with a minimum capital outlay. As railroads do not originate traffic for themselves, it is evident that public sentiment must first be changed so that the traffic now going to unregulated and subsidized carriers by water and highway be turned back to them.

It may be said that the railroads are "sick in bed" with over investment. Some of this is due to making track and supporting structures heavier than were needed to carry the equipment that conveys the paying load. Locomotives were built that would haul a mile and a half of cars, but now, and for what to the railroads has been a long time, there is only a half a mile of business. There will be revealed types of motive power of adequate capacity for which track suitable to bear the paying load will be adequate. Additional investment in heavier track and bridges and intermediate terminals may thus be deferred and perhaps ultimately avoided.

It seems obvious that passenger train service the world over needs speeding up in the sense of shortening the elapsed time between points of travel—not in the sense of substantially increasing speed, however. To increase maximum speed changes the relationship of

equipment to track, brakes, signal spacing and other factors, including the human factor of fallibility. The capital outlay necessary to do these things is not available, yet our railroads appreciate the need for changes that will remove the causes of slow or subnormal operation. They are now using, in a small way, supplemental power devices to increase acceleration, eliminate starting shocks and improve performance on grades, and they will extend this attractive and profitable idea so as to reach maximum speed—or approximately so — cheaply and satisfactorily without a change in the factor of safety. The essential hazard is at increased maximum and not at moderate speeds. Our railroads know how to handle us safely, and they not only give us ample protection in equipment, but they man their trains with crews of experience and judgment on how to act in an emergency. Compare this with the one man on a bus that travels at perhaps higher speed without signals, control of opposing traffic, the alert trackwalker, dispatchers or any of the innumerable safeguards provided by the railroads.

Yet such competition is accepted without regulation, and with the very great tax burden for twenty-year bonds to build and extend roads which trucks and buses wear out in ten years or less. The source of funds for the highway and waterway competitors is chiefly from the taxpayers and not from charges collected for the service performed.

To correct the troubles of our railroads and enable them to continue their essential service to the country, all of us, politician, farmer and business man should do our utmost to help them, bearing in mind that the only source of funds the railroads have is from the charges made for service and from the use of their own credit, which is founded on the results of operation.

where they spent a most delightful vacation.

Satsuma Oranges are now moving

via Frisco Lines from Ensley, Fla., twelve cars having moved up to and including November 14.

R. E. Buchanan, traffic manager, Memphis, was a visitor to the traffic office November 11.

30. Reported good roads, good time and a good car.

Mr. and Mrs. J. R. Scott of Springfield recently visited at the C. M. Scott home at Memphis. Mr. J. R. Scott is very much at home among the railroad boys at Yale.

Roadmaster and Mrs. A. Parsons of Columbus spent several days the latter part of October visiting friends in Springfield.

Mr. and Mrs. W. H. Owens, of Newburg, spent several days the latter part of October visiting Mrs. Owens' sisters and brother at Memphis.

We welcome Joe McCartney to Yale. Joe has taken the position of water service mechanic, made vacant by the resignation of Mr. Campbell recently.

Mrs. John Sickles, of Willow Springs, visited at the Cunningham and Sickles' homes at Memphis recently.

October 29 Miss Betty Scott entertained a number of friends at her home, the occasion being Betty's birthday. Needless to say a grand time was had by all present and we wish Betty a great many more happy birthdays.

Mr. H. B. Barry, of Springfield, was in the office for a short time. Mr. Barry is looking good but says he doesn't have time to land at any one place for very long.

Mr. G. W. Moore, assistant superintendent motive power, has been looking conditions over at Yale.

We are proud to know that the special made the run over the Southern division without the slightest mishap.

**ENGINEERING, BRIDGE AND BUILDING, WATER SERVICE DEPARTMENTS YALE, TENN.**

CREATIE SICKLES, Reporter

Miss Vivian Justice enjoyed a two-day visit at her home in Springs, November 12 and 13.

Mrs. Harvey, of Monett, spent the week of October 17 visiting at the Paul Peck home in Memphis.

Sincere sympathy is extended from this office to bridge foreman, D. W. Hughes, in the recent death of his mother, who had reached the ripe old age of 84 years.

We are very sorry to learn of the loss by fire of the new home of W. A. Chastain, pile driver foreman, at Koshkonong recently. It was a modern wood and stone structure and had just been completed a short time.

Miss Bertha Harris and some friends tried out her new Nash sedan by taking a trip to Newborn and back on October



**"GIMME ONE, me sister's got it"**

A ragged, dirty newsboy blurted, "Gimme one, me sister's got it," and dropped on the marble counter a single penny that tinkled lonesomely. He was buying one of the first Christmas Seals sold in the United States for anti-tuberculosis work. The need was great. He knew. His sister had it.

Today, Christmas Seals help protect you and your family, for although the death rate from tuberculosis has been reduced two-thirds it still kills more people between 15 and 45 than any other disease. Your pennies make possible free clinics, nursing service, preventorium, and educational work that mean cure for some, relief for many, and hope for all.

\*In the lobby of the Philadelphia "North America," Dec. 13, 1907

THE NATIONAL, STATE AND LOCAL TUBERCULOSIS ASSOCIATIONS OF THE UNITED STATES

BUY CHRISTMAS SEALS

**Smokeless Fuel Company**

HUNTINGTON, ARK.

MINERS AND SHIPPERS OF

**Semi-Anthracite Coal**

ALBERT RUSSELL T. R. SIMMONS

**CLEVELAND LUMBER COMPANY**

JASPER, ALABAMA

Railroad Lumber — Pine and Hardwood — Two Million Feet Per Month

**on the Frisco in Alabama**

JASPER	ELDRIDGE	HOWARD
Fully Equipped Plant and Retail Yard	Planing Mill, Car Decking and Short Dimension	Planing Mill, Oak and Pine Car Lumber

**DEPENDABLE SERVICE    -:-    QUALITY COUNTS**

**St. Louis Surfacers and Paint Company**

RAILROAD PAINTS, VARNISHES ENAMELS

Arlington Ave. and Terminal Belt Ry.    ST. LOUIS, MO.

**CENTRAL BOARDING & SUPPLY COMPANY**

COMMISSARY CONTRACTORS

<p>E. J. ENGLEMAN, President G. L. FITZGERALD, Vice-Pres. and Sec'y CHAS. GRAY, Manager, Springfield, Mo. JOS. M. O'BOWD, Supt., Springfield, Mo.</p>	<p>GUY KRESS, Supt., Springfield, Mo. M. S. ENGLEMAN, Vice-Pres., Dallas, Tex. E. B. SHARKEY, Manager, Ft. Worth, Tex. G. R. PIERCE, Supt., St. Louis, Mo.</p>	<p>General Office Ry. Exchange Bldg. KANSAS CITY, MO.</p>	<p>Branch Offices ST. LOUIS, MO. SPRINGFIELD, MO. FT. WORTH, TEX. DALLAS, TEX.</p>
---	--	---	--

**BIRMINGHAM GENERAL OFFICE**

**LAURA M. CHEW, Reporter**

T. F. Temple, brakeman, trains 105-106, spent several days during October with his parents, near Warm Springs, Ga., the occasion being the celebration of their fiftieth wedding anniversary, October 29. An old-fashioned barbecue was held in the oak grove near the house. About one hundred relatives and friends were present to wish this much-loved and popular couple many years more of prosperity, wealth and happiness.

Bonnie Chew, son of the writer, has returned from a two weeks' visit with friends and relatives in Memphis.

Little Floyd Oxley, 4-year-old son of R. F. Oxley, chief clerk, attended his first birthday party recently. That was one morning his parents were forced to awaken early.

The Women's Traffic Club are expecting a large attendance at their Semi-Annual Banquet, honoring O. L. Snow, V. P. American Zinc, Lead & Smelting Co., of St. Louis, Mo., on the evening of December 1. Several Frisco girls are members of the club.

**TRAINMASTER'S OFFICE  
AMORY, MISS.**

**VIOLET GOLDSMITH, Reporter**

Mrs. Bradway, mother of O. E. Bradway, yardmaster, has returned to Springfield after several weeks' visit in Amory.

Mrs. Dan Cutcliff, wife of boiler inspector at Birmingham, has returned to her home after a visit with her sons in Amory.

Miss Elizabeth Poe, daughter of A. Poe, brakeman, spent several days visiting her parents in Amory.

Mrs. Sam Stegall, wife of brakeman, spent several days in Jackson attending the Federated Club Convention, representing the Fortnightly Culture Club of Amory.

Miss Annabel Flinn, daughter of dispatcher E. W. Flinn, spent several weeks in Nashville visiting friends.

Mrs. R. T. Hynson, wife of dispatcher, spent ten days in Little Rock attending the Eastern Star Convention. Mr. Hynson and Miss Jean Lee Jones spent the week-end in Little Rock.

**LOCAL FREIGHT OFFICE  
MEMPHIS, TENN.**

**VIRGINIA GRIFFIN, Reporter**

Mrs. H. Q. Flanigan, wife of OS&D clerk, was in an automobile accident morning of October 22. She was returning with friends from a visit in Senatobia, Miss., when they ran into loose gravel, turning their car over. Mrs. Flanigan was brought to a hospital here but was dismissed shortly afterwards as she was not seriously injured and has now fully recovered.

John Watts of Chaffee, Mo., son of O. N. Watts, acting agent, spent Saturday, October 22, with his dad here.

And we had the pleasure of meeting Mrs. O. N. Watts, the wife, the following week-end, which she spent here.

We are mighty glad to have Mr. H. H. Smith with us again, having been appointed agent here November 1. He was for 15 years chief clerk in this office before going to West Memphis, Ark., as agent and we feel he can best take Mr. Oliver's place.

Mr. O. N. Watts has been appointed agent at West Memphis to succeed Mr. Smith. We enjoyed having him with us as acting agent.

H. A. Markham's death on November 5 was quite a shock to us, even though he had been off several weeks account illness. He had a heart attack one afternoon on his way home from work and from which he never recovered. Mr. Markham had been with the Frisco several years, working positions of yard, per dlem and interchange clerk. We sympathize with his family deeply in their loss.

B. C. Scruggs, expense clerk, was off November 7 account illness.



**SCALE REMOVAL**

*Have You Any Scaled Equipment ?*

In water lines, meters, tanks, cooling jackets, pumps, locomotive feed water heaters of certain types and numerous items of water handling equipment when scale deposits are permitted, efficiency and capacity are lost.

Where it is not practicable to treat the water for scale prevention, Dearborn Special Formula No. 134 is in extensive use for quick, thorough removal of carbonate scale deposits.

Also, as a spray in locomotive boilers, this formula mixed with water, brings down a surprising amount of scale in just a few minutes.

Dearborn Special Formula No. 134 is in general use as a most efficient and inexpensive means of scale removal. Put it to work for you.

**Dearborn Chemical Company**

205 East 42nd Street, New York

310 South Michigan Ave., Chicago

Frisco Building, St. Louis

Offices in All Principal Cities

**SPECIAL 134  
Rapid-Easy-Thorough**

**KERITE**

for  
**SIGNAL SERVICE**



**Car Wiring,  
Lighting  
and Power  
Service**

**THE KERITE INSULATED WIRE & CABLE COMPANY INC.**  
NEW YORK CHICAGO SAN FRANCISCO

**"HERCULES"**

—Red Strand—  
**WIRE ROPE**

Made Only by  
**A. Leschen & Sons Rope Co.**  
ST. LOUIS

**Tough  
Strong  
Safe  
Durable**

Branches  
**NEW YORK  
CHICAGO  
DENVER  
SAN  
FRANCISCO**



**ANDERSON-PRICHARD OIL CORP.**  
 REFINERS OF  
**INDUSTRIAL NAPHTHAS**  
 OKLAHOMA CITY, OKLA.

**FORSTER PAINT AND MANUFACTURING CO.**  
 WINONA, MINN.  
 Refiners and Manufacturers of  
 GRAPHITE AND GRAPHITE SPECIALTIES  
 ROOF PAINT, ROOF CEMENT, ETC.

**C. A. ROBERTS CO.**  
 "SHELBY"  
 Seamless Steel Tubing  
 CHICAGO                      ST. LOUIS  
 DETROIT                      INDIANAPOLIS

**CHAS. R. LONG, JR. COMPANY**  
 LOUISVILLE      CHICAGO

☐   ☐   ☐

*Manufacturers of*  
 All Kinds of Railway and Industrial Paints, Varnishes and Lacquers.

**BROOKSIDE-PRATT MINING CO.**  
 Producers of  
**STEAM AND DOMESTIC COAL**  
 Mines on Frisco, Southern and I. C. Railroads  
 Comer Building  
 BIRMINGHAM, ALA.

**The Ohio Injector Co.**  
 53 W. Jackson Blvd.  
 CHICAGO, ILL.

**W. H. (Bill) REAVES**  
 1169 Arcade Bldg.  
 St. Louis, Mo.  
 Representing the P. & M. Co.

**The New York Air Brake Company**  
 Manufacturers the  
**STANDARD AIR-BRAKE EQUIPMENT**  
 GENERAL OFFICES  
 420 Lexington Ave., New York City  
 WORKS  
 Watertown, New York

**C.W.Booth & Co.**  
*Railway Supplies*  
 RAILWAY EXCHANGE BLDG.  
 CHICAGO, ILL.

Your  
**Fire Pail and Barrel Equipment**  
 Becomes  
 Much More  
**EFFECTIVE**  
 when  
**SOLVAY CALCIUM CHLORIDE**  
 is added to the water

*Write today for prices and valuable booklet on fire extinguishing systems.*

*Ask for booklet 8255.*

**SOLVAY SALES CORPORATION**  
 Alkalies and Chemical Products  
 Manufactured by  
 The Solvay Process Company  
 61 Broadway                      New York

MINES ON THE FRISCO AT CARBON HILL, ALABAMA  
**MOSS & McCORMACK**  
 MINERS AND SHIPPERS  
**COAL**—Blacksmith, Bunker, Steam, Domestic—**COAL**  
 1901-4 American Trust Building                      BIRMINGHAM, ALA.

**FRISCO SHOPS**  
 Use  
*"Oswayo" Blacksmith Coal*  
*"Best by Every Test"*  
 MINED AND SOLD BY  
**BLACK DIAMOND COAL MINING COMPANY**  
 BIRMINGHAM, ALABAMA

**Barnard Stamp Co.**  
**RUBBER STAMPS, SEALS & STENCILS**  
 Trade Checks, Pads, Ink, Etc.  
 Fac-Simile Autograph Stamps  
 310 Olive St.      St. Louis, Mo.

**American Handle Company**  
 Manufacturers of  
 High-grade Hickory, Axe, Adze, Pick, Sledge, Hatchet, Hammer and Railroad Tool Handles  
 JONESBORO      ARKANSAS