

THE FRISCO EMPLOYEES' MAGAZINE

Vol. XIII

APRIL, 1935

No. 4



*Photograph Above Shows Part of the Crowd of 4,000 Persons Present
at the St. Patrick's Day Dance Sponsored by the
Frisco Employees' Clubs of Springfield, Mo.*



R. H. CARR

MRS. R. F. CARR

T. E. CARR

R. H. CARR LUMBER CO.

JASPER, ALABAMA

"STRONG AS EVER FOR THE FRISCO"

Dense Timbers—Car Decking—Siding—Finish—Framing

RAILROAD MATERIAL OUR SPECIALTY

GRIDER COAL SALES AGENCY, Inc.

Mine Agents
OVER 3,000,000 TONS ANNUALLY
BEST GRADES ALABAMA STEAM and
DOMESTIC COALS
Railroad Fuel a Specialty
1414-18 American Trust Building
BIRMINGHAM, ALA.

CHAS. R. LONG, JR. COMPANY

LOUISVILLE CHICAGO



Manufacturers of

All kinds of Railway and Industrial Paints. Varnishes and Lacquers.

C. W. Booth & Co.

Railway Supplies

RAILWAY EXCHANGE BLDG.
CHICAGO, ILL.

"AB", THE NEW FREIGHT
BRAKE—Through new features
in design and mechanism, pro-
vides efficiency and economy
heretofore impossible.

THE NEW YORK AIR BRAKE COMPANY

420 Lexington Avenue
NEW YORK CITY

Plant—Watertown, N. Y.

Logan Iron and Steel Co.

Genuine Wrought Iron

WORKS: BURNHAM, PA.

Magnus Company

INCORPORATED

**JOURNAL BEARINGS and
BRONZE ENGINE CASTINGS**

NEW YORK

CHICAGO

C. A. ROBERTS CO.

"SHELBY"

Seamless Steel Tubing

CHICAGO
DETROIT

ST. LOUIS
INDIANAPOLIS

CHAS. K. SCHWEIZER CO.

RUBBER & STEEL STAMPS

Time Stamps—Daters—Self-inkers

Tie Hammers

Stamp Pads—Numbering Machines

422 N. 3rd St.

St. Louis, Mo.

We Fill Your Hospital Prescriptions
**The PRICHARD-BLATCHLEY
DRUG COMPANY**

The Rexall Store

S. W. Cor. Main & Wall Phone 170
FT. SCOTT, KANS.

LAUNDERING

At Popular Prices

From 2½c Per Pound Up

JEfferson 0414

BECHT LAUNDRY CO.

CENTRAL BOARDING & SUPPLY COMPANY
COMMISSARY CONTRACTORS

F. J. ENGLEMAN, President

G. I. FITZGERALD, Vice-Pres. and Sec'y
CHAS. GRAY, Manager, Springfield, Mo.

JOS. M. O'DOWD, Supt., Springfield, Mo.

GUY KRESS, Supt., Springfield, Mo.

M. S. ENGLEMAN, Vice-Pres., Dallas, Tex.

General Office: Railway Exchange Bldg., KANSAS CITY, MO.

Branch Offices: ST. LOUIS, MO., SPRINGFIELD, MO., FT. WORTH, TEX., DALLAS, TEX.

W. H. (Bill) REAVES

1169 Arcade Bldg.
St. Louis, Mo.

Representing the P. & M. Co.

Monett Steam Laundry

Monett, Mo.

COME ON LET'S ALL PULL FOR
MONETT

AMERICAN HANDLE COMPANY

Manufacturers of

High-grade Hickory, Axe, Adze,
Pick, Sledge, Hatchet, Hammer
and Railroad Tool Handles

JONESBORO - ARKANSAS

**CONTINENTAL TURPENTINE
& ROSIN CORP., INC.**

LAUREL, MISS.

Manufacturers of

Steam Distilled Wood Turpentine
Steam Distilled Pine Oil
Wood Rosin

"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



**On Your Present Budget
Expand Bridge Maintenance 60%**

The NO-OX-ID method of bridge maintenance does away with hard hand scraping and wire brushing in preparing the surface for coating.

Instead, with no preliminary cleaning, NO-OX-ID is sprayed or brushed on the surface. Here it softens and loosens the rust scale gradually, as it penetrates to the metal and to the seats of the pits. All corrosive action is killed and the bridge or other steel structure is protected until its next periodic conditioning (not to exceed 4 years).

At that time, the rust scale is quickly removed at slight cost and NO-OX-ID Gloss Filler Red or Black is applied. Over this coating may be applied your standard bridge paint.

Once the NO-OX-ID method is employed, rust and corrosion are eliminated. Expensive hand cleaning which formerly amounted to 80% of the total cost is unnecessary and you will find that a 60% expansion of your program will come within your budget. More and more engineering departments and bridge engineers are becoming interested in the NO-OX-ID method and adopting it. Inquiries invited.

DEARBORN CHEMICAL COMPANY



205 East 42nd Street, New York
310 South Michigan Avenue, Chicago
Plaza-Olive Building St. Louis

Offices in All Principal Cities



The FRISCO EMPLOYEES' MAGAZINE

ROOM 835 FRISCO BUILDING :: ST. LOUIS
 JOHN W. NOURSE, *Passenger Traffic Manager*
 In Charge
 MARTHA C. MOORE, *Editor*

Vol. XIII

APRIL, 1935

No. 4

His friends advised him to go to Montague, Calif., by bus . . . perhaps it might be better to buy an automobile . . . he could hire somebody to take him there in a truck . . . and so on and so forth. All these suggestions were offered recently to a gentleman who desired to secure transportation . . . two whole and one-half fare tickets.

But N. E. Edens, agent at Washburn, Mo., where the debate was in progress, and Section Foreman Pachl at that point got in on the transaction with some real competition. Agent Edens and Mr. Pachl presented the railroad side and, even though the fight appeared to be a losing one, they stayed right on the job, presented their case, which was a safe journey, a pleasant journey, meals enroute, speedy service, changing scenery and the greatest of comfort, to be found on a railroad train.

These two good Frisco employees finally sold the three tickets and, the agent not having a car, Section Foreman Pachl drove him to Monett Friday night, March 15, after working hours, got the tickets and, on March 16, the tickets were sold and delivered, netting Frisco Lines \$77.93. The parties left on No. 710 that evening.

Permission is given to reprint with or without credit, in part or in full, any article appearing in this Magazine.

Contents of This Issue

	Pages
The Ozark Berry Situation Is Discussed.....	3
Bill Schreiber Wins Ozark A. A. U. Middleweight Championship	4
Here and There.....	4
Meritorious Service	5
The Honor Roll.....	7
News of the Frisco Clubs.....	8
Important Conventions--1935-1936.....	9
Solicitation Records of Clubs.....	14
In Memoriam	15
Flashes of Merriment.....	16
News From the Mechanical Department.....	17-20
Frisco Family News.....	21-32

THE FRISCO EMPLOYEES' MAGAZINE

The Frisco Employees' Magazine is a monthly publication devoted primarily to the interests of the active and retired employees of the Frisco Lines. It contains stories, items of current news, personal notes about employees and their families, articles dealing with various phases of railroad work, poems, cartoons and notices regarding the service. Good clear photographs suitable for reproduction are especially desired, and will be returned only when requested. All cartoons and drawings must be in black India ink.

Employees are invited to write articles for the magazine. Contributions should be typewritten, on one side of the sheet only, and should be addressed to the Editor, Frisco Building, St. Louis, Mo.

Distributed Free among Frisco Employees. To others, price 15 cents a copy; subscription rate, \$1.50 a year. Advertising rate will be made known upon application.

MEMBER



The **KELLOGG GROUP**
 178 W. Adams St., Chicago, Ill.

The Ozark Berry Situation Is Discussed

In the Monett Times of March 15 there appeared a newspaper item relative to berry acreage being replanted and an extensive comment relative to present difficulties confronting the berry shipping associations. At the conclusion of the article the writer stated that something should be done about it, and in response to the article, C. J. Kunz, agent at Monett, Mo., endeavored to illustrate what would be necessary to overcome the present difficulties in the distribution and marketing of strawberries.

These articles, interesting and informative, are printed below. They should be of particular interest to every employe, and to Frisco club organizations as a whole.—Ed. Note.

From The Monett, Mo., Times of March 15: "In another year the Ozark district will have plenty of strawberry fields. Plants are coming into the district from Kentucky and Tennessee and the acreage promises to be large. It is believed that when the planting is done Southwest Missouri will have 7,000 to 10,000 acres of strawberries, including the fields that were not killed out by the drouth.

"That will mean that, so far as production is concerned, the strawberry industry will be back on its feet. But there are factors of distribution that deserve some attention. In the old days with Monett the central operating point of the Ozark Fruit Growers' Association, all berries went out by rail. In the big markets was a swarm of salesmen, checking the weather, checking demand, cars rolling, destinations, etc. When a car was rolling to a market already full, or to a market where weather was hurting demand, it was diverted and sent to a more promising point.

"Through the telegraph offices here poured many messages handling that business. Monett was the scene of much activity and the strawberries meant a lot to the town and to the district.

"They still mean a lot. But the trucks and other factors have entered and there has been some disintegration of associations, so the structure is far from the structure it was at one time.

"Those old days are gone and will not return. But there is a need for a new structure that will fit the needs of the present day and continue the old type of cooperaton.

"In the receiving markets the trucks have spoiled the business. Quality berries roll into the big markets by rail, well-iced and well-handled, and they command a good price. So far as rail shipments are concerned, the markets are well protected. It is possible to keep arrivals down to needs.

"But lately tragedy enters. After the fine rail-shipped berries have been received and distributed to the retailers, the trucked berries start arriving, piling an overload on the market.

"If the trucked berries sell at a lower price, which they are apt to do, hawkers get them and go right into the neighborhoods where the rail-shipped berries are on display in store windows and spoil the sale of them.

"Constantly the price is beat down, until the consumer's conception of a right price is far below what is required to make the strawberry industry possible.

"Depressed price does not sell more berries. It merely changes the consumer's price notion, and when the price is placed back up where it should be he refuses to buy. Result, chaos.

"These things can only be corrected and a proper appreciation of Ozark berries in the big markets brought about by organization that will even the spread of berries of the consuming area.

"Something should be done about it."

Here is C. J. Kunz' reply to the last paragraph, "Something should be done about it", printed in The Monett (Mo.) Times of March 19: "I want to compliment you upon the strawberry article published in The Times a few days ago, wherein you described difficulties now encountered in berry distribution and marketing.

"This subject should be of the utmost interest to everyone in Monett and the entire strawberry producing belt; in fact, the welfare of the strawberry producer and this community hinges upon the correction of the prevailing detrimental conditions.

"Chaos in distribution and marketing of strawberries and other produce is due to the non-regulation of motor transportation and the absence of co-

C. J. Kunz, Agent, Monett, Offers Worthwhile Suggestions

ordination of the present transportation agencies and will never be remedied until federal regulation is placed upon all forms of transportation.

"Legislation of this nature is before the present session of congress, and that body should not be allowed to adjourn until it has passed such regulatory measures.

"The substance of this bill is to the effect that all commercial transportation agencies be placed under federal regulation as to rates, certificate of convenience, hours of service, accounting, reports, public safety and taxation, and such other regulations as are imposed upon the railroads.

"Every citizen of Monett and growers of this district should immediately write our congressmen and senators endorsing this bill and urge their support of same.

"At its recent meeting, the Northwestern Shippers' Advisory Board, in resolution, said:

"That this Shippers' Advisory Board go on record insisting and demanding federal regulation of rates, service and general conduct of business for all motor vehicles moving in interstate commerce, and as endorsing the Federal Co-ordinator's and Interstate Commerce Commssion's recommendation to Congress for the federal regulation of all motor vehicles in interstate commerce through these United States of America."

"All shippers realize the value of transporting perishables by rail. It enables them to govern the distribution and marketing with the arrival of their products in first-class condition and they can anticipate the hour of arrival at destination. The haphazard manner of truck distribution creates the chaotic condition now being experienced, and the only solution is federal regulation of commercial transportation.

"Traffic control and marketing stabilization is absolutely essential to the preservation of the strawberry industry."