

Frisco Service Wins Praise by Showing Real Results

Frisco Booster Does Some Good Work at Joplin

It is a well known fact, that a little effort on our part in boosting the road we work for, costs us no money—and only a little effort and the results are astonishing.

Recently the Editor received a letter from an employe at Joplin, Mo., who wrote regarding the result of some personal work on his part, in securing business for the Frisco. This party asked that his name be withheld, as he did not desire praise for his personal solicitation, only wished to show what could be done. We feel that much credit is due this employe, and though we have promised not to divulge his name, the appreciation of the officials of the Frisco is extended to him.

Little Rock President Commends Frisco Service

The following letter was received by J. W. Nourse in appreciation of Frisco service, by Mr. H. J. Flanders of Little Rock, Ark.:

"My overcoat arrived home Thursday in fine shape and I want to thank you and all concerned very kindly indeed for the fine spirit and co-operation you and your company have manifested in my behalf in assisting in the recovery of the aforesaid overcoat, which the writer left on seat of one of your passenger trains recently. Especially want to thank the Neosho and Monett agents.

"Again thanking all concerned very kindly, and in future when can route any shipments your route or in your favor you may rest assured I will do so."

Car Beats the Invoice

Mr. W. L. Simpson, of the Lacledes Christy Company, St. Louis, is enthusiastic in his praise of Frisco freight service. He says that recently a car of their products was shipped to Memphis, and that on its arrival, a wire was sent for the invoice.

"The Frisco certainly does send things through in rapid style," says Mr. Simpson.

Wales Hat Company Praises Frisco Service

Mr. J. W. Nourse, general passenger agent, was recently in receipt of the following letter from the Wales Hat Company, of St. Louis:

"I want to take this means of thanking you for your kind attention in regard to damaged trunk, for which we put in a claim. The trunk is repaired to our satisfaction. Thanking you, I am (signed) W. L. Green, Wales Hat Company."

"Tip" Results in a Ticket Sale

Here is a result of a "traffic tip." Mr. R. C. Mills, of Oklahoma City, advised L. W. Price, division passenger agent at Oklahoma City, that Mr. E. A. Wright was to make a trip to Terre Haute, Indiana.

The result is shown in this excerpt from a letter written by Mr. Price to Mr. Mills:

"I am very glad to advise we sold Mr. Wright a ticket, and he left on No. 10 August 4. Wish to thank you for bringing this to my attention."

Record of Good Fuel Performance

The following excellent record of fuel performance was made on the Chickasha Subdivision, November 16, by Engineer O. L. Martin and Fireman P. Wyreck:

Engine No. 1629, carrying 52 cars of stock, one car of poultry, with a total weight of 1,612 tons. The run was from Lawton to Oklahoma City, a distance of 91 miles, and was made in 4 hours and 20 minutes. On this run, 1,513 gallons of oil were used or 10.36 gallons per 1,000 gross ton miles, equal to 123 pounds of coal per 1,000 gross ton miles. The total number of gross ton miles covered was 146,692.

Some Real Merchandise Service

Here is a letter from Superintendent C. H. Baltzell, quoting a letter from Conductor L. O. Biddle, which tells its own story:

"Wish to call your attention to Frisco fast merchandise service out of Kansas City. A party at Chelsea ordered a hay rake by long distance, at 1 p. m. on Thursday, and rake was unloaded out of SP 86950, Kansas City merchandise car at Chelsea, at noon Friday, and no doubt was in the field raking hay 26 hours after being ordered."

Tulsa Has a Hero, Too

By Leona Berryman, Reporter

On November 20, Mack A. Carlley, a Frisco water service repairman, risked his life to rescue Mrs. Richard Brandt from what seemed certain death.

Just as train No. 7 was leaving the Tulsa passenger station, Mrs. Brandt, who was trying to catch the train for Oklahoma City, attempted to board the train while it was in motion, and after it had moved more than one-half train length. She grabbed the hand rail on front steps of the rear Pullman, attempting to get on the train, but her foot missed the lower step, and she fell between the rail and the platform.

Mr. Carlley was about fifty feet

from Mrs. Brandt when she reached the side of the train, but realizing she was in danger, ran toward her with the view of taking hold of her and tearing her loose from the train. Her body had been dragging for a short distance, and just as he got within about three feet of her, her hands broke loose from the rail and she fell. He reached her a few seconds later and rolled her over toward the platform just in time to save her body from being struck by the journal boxes and being run over by the rear wheels of the Pullman.



Mack A. Carlley

After he had rolled her body over he held her so if she became excited she could not throw any part of her body onto the rail in front of the rear truck, and to do this he had to "duck" very close to the platform to avoid being struck by the Pullman steps.

Mr. Carlley's quick and decisive action, no doubt, prevented a serious, if not a fatal injury. Mrs. Brandt fainted but was not injured with the exception of a few bruises.

Mr. Carlley has received a very nice letter of appreciation from Mr. Fraser, and we are hoping for a Carnegie medal for him. Mr. DeMint, who is an Interstate Commerce Commission Inspector, was here several days ago and said that the government would no doubt instruct him to make an investigation with the view of presenting Mr. Carlley with a medal. You can very easily embarrass him by talking about his bravery and he was quite uncomfortable while the above picture was being taken.

Freight Loss and Damage Employes Celebrate With Booster Banquet

By

CHARLENE WILLARD

Compressed Cotton
(Hot rolls)

Basement Special a la Whitsett
(Pumpkin pie with whipped cream.
The cream representing a little
bit of the sweet disposition of
Miss Vida Whitsett, dic-
taphone operator.)

J. H. Fraser, general manager, had promised to deliver us an address, but at the last moment was called out of the city; also, Senator Frank H. Farris, of Rolla, Mo., was to have given one of his famous orations on friendship, loyalty, etc., but was tied up in court work and could not be released, and so at first it seemed very doubtful as to whether or not the banquet would be a success; but the toastmaster, being a very resourceful man, made other arrangements, with the result that Mr. M. V. Carroll, executive secretary for the Chamber of Commerce, gave the opening address.

Mr. Carroll, in a frank and sincere way, remarked on how fortunate Springfield was to have a good railroad as the Frisco, that without the Frisco, Springfield would not be the Queen City of the Ozarks and that the Chamber of Commerce boasted of a large membership, many of whom were officials and employes of the Frisco Railway Company. Incidentally, Mr. Carroll spoke in an amusing manner of being one of Mr. McCormack's next door neighbors, and when called upon to prepare a speech for this occasion, felt somewhat dubious about the matter and wanted to back out, but could not do so very well since he had "sponged" off of Mr. McCormack all summer long by using Mr. McCormack's lawn mower.

Miss Gillespie, well known in local expression circles, gave a very delightful reading, handling the part of a mischievous school boy in a very commendable manner. His trials and tribulations, somewhat similar to the antics of Booth Tarkington's "Penrod," brought back happy memories of our childhood. Miss Gillespie received generous applause and favored us with a humorous encore, very graphically picturing an old lady's first ride in an automobile.

J. H. Doggrell, superintendent of transportation, spoke in glowing terms of the F. L. & D. Claim Department, expressing his appreciation of the wonderful co-operation he had received from that department, and reminiscing on the progress the claim department had made since the time he was at the head of it.

C. J. Stephenson, assistant to general manager, and J. K. Gibson, assistant to superintendent motive power, spoke of the friendly relations that had always existed between their respective departments and the F. L. & D. Claim Department, and expressed themselves as being highly pleased with the excellent results attained.

The toastmaster then called on E. F. Tillman, general live stock agent, who responded with a few snappy remarks on the effect of prompt and equitable claim settlements upon live stock shippers, and the efforts that his department were putting forth to help maintain the excellent record established by the Claim Department, particularly in the cattle raising district of Texas.

Later, impromptu speeches were made by R. H. Burnie, assistant superintendent F. L. & D. Claims; F. X. Adams, traveling claim adjuster; F. L. Pursley, chief clerk; J. D. Turner, traveling claim adjuster; H. K. Hayes, L. F. Sewell, J. E. Head, claim investigators, and Vida Whitsette and Gertrude Fryer, dictaphone operators.

Mr. McCormack asked that recognition be given to Messrs. J. R. Lynn, W. H. Samuels and O. L. Young, who had just recently joined the personnel of the Claim Department, and who were active in the vigorous claim prevention and better service campaign now being conducted by the Frisco.

The program was not without its music, either, for Marjorie Risser, of the Filing Department, rendered two beautiful semi-classical solos, accompanied by Mrs. Annabel Watters Drago, formerly supervisor of the typing and filing departments. For an encore Miss Risser whistled a very charming waltz.

Joe Weddell, brother to Edith Weddell of the O. S. & D. Department, accompanied by the famous Wrightsman Orchestra, sang some real jazz songs, and the "sheckles" were more than poured out at his feet. Mr. Weddell possesses a fine baritone voice.

The evening being almost over and everyone eager for the dance, Mr. McCormack, in a very apologetic tone of voice, thanked one and all for the courtesy they had shown him by asking him to be toastmaster, how much he had enjoyed the expressions of good will, extended by the representatives of the other departments, but more than all the wonderful loyalty of his force, that it was our party and we had all demonstrated the Golden Rule in faithfully performing our daily work and displaying genuine interest and enthusiasm in the general conduct of the Claim Department.

Immediately following, there was a rush for dancing partners.

DOPE SHEET
(Menu)

- M. D. T. Car Sweepings
(Fruit Cocktail)
- Seasonable Commodities
(Combination Salad)
- P. H. P. Stuccoed
(Breaded veal cutlets)
- Salvage from wreck at MP C-3 49,
a la Smith-Roop, with liquified
asphalt
- (Three cars potatoes wrecked. Smith
and Roop, traveling men, detailed
to look after the salvage. The
liquified asphalt repre-
senting creamed gravy.)
- Dead Freight House
Beverage (Coffee)

TIME TABLE OF 1878 PAINTS KANSAS IN GLOWING COLORS

Major E. E. Dix, known to everyone who has ever had business with the Northern Division of the Frisco Lines, recently had called to his attention a time table of the Missouri, Fort Scott and Gulf Railroad, printed in 1878.

And immediately Major Dix recalled that it was the time table in use when he first took a position with the M., F. S. & G. R. R. as a telegraph operator at Olathe, nearly 47 years ago. After spending four years there, he moved to Fort Scott, Kansas, where he has since lived.

In advertising Southeastern Kansas, the old time table says: "The best portion of Kansas and the part that has made the state so famous. Go to Southeastern Kansas. 300,000 acres in the populous and wealthy counties of Bourbon, Crawford and Cherokee remain unsold, and are now offered for sale by the Mo. Riv., Fort Scott and Gulf Railroad at a low price, and on credit running ten years. The richest farming and stock raising country you have even seen."

Further, the time table says:

"Come to Kansas. To the farmers in the North and East, discouraged at seeing their hard earnings of summer eaten up during the long and cold winter, we say, sell your high-priced farms and come to Kansas, which is destined soon to become the richest and most populous state in the Union in the near future. But, in selecting your location, do not be influenced by plausible and extravagant advertisements; decide the matter for yourselves, keeping in mind the importance of locating in the best portion of the state, and the fact, that upon your action in this matter depends, not only your prosperity, but that also of your children.

"We ask you, then, before locating, to look at our lands—think of the necessity of having good schools, churches of all denominations, the best of society, plenty of fuel, timber, water, and building stone, the best of markets, etc., and compare these ad-

vantages with those of other portions of the state and you will readily decide upon your location."

In another part of the old time table is found this:

"Replying to the numerous applications from people moving to Southern Kansas, in regard to shipping their freight, livestock, and household goods, the Missouri River, Fort Scott and Gulf Railroad Company have made special arrangements and very low rates for freight of this class. Emigrants desiring to ship their horses, cattle or livestock, together with their household goods, will be allowed one man to accompany each car, and he will be allowed to ride free."

And some more, in another part reads as follows:

"Plenty of good water, and timber sufficient for all purposes. For fencing material, beside any quantity of stone, the Osage Orange, a native of this locality, will give a hedge that will turn stock at three years' growth. Stone, along the whole line of the railroad are found inexhaustible quarries of the best of sand and limestone, for building purposes. Flouring mills, are located at Fort Scott, Cato, Girard, Cherokee, Lowell, Baxter Springs, and several other points and are convenient to every farmer. Schools, public school houses are built and schools organized in nearly all the school districts of Bourbon, Crawford and Cherokee Counties. Coal in inexhaustible quantities and unsurpassed quality underlies a large portion of the agricultural lands of this country. The mineral lands of Southeastern Kansas are now being more fully developed than ever before. In Lowell Township, Cherokee County, many new discoveries of lead and zinc ore have been made, and miners from all quarters are flocking in great numbers to this point in the hope of sharing in the riches of this new Bonanza."

The time table is dated November 1, 1878, and was found by Mr. Roy Kennedy of Fort Scott.

Agent J. H. Camp, Lorraine, Kas. Writes Excellent Prose Verse

My friend, Jim Fordton, bought a car; it was a beautiful boat to see. The dealer proudly assured him that it would outstrip old Frisco Number Three. Jim Fordton ceased to ply his trade and every day, at two, he lined up with old Number Three, to see what he could do.

He cleared the crossing by an inch, and sometimes three or four. He got the fireman's goat for sure, and boasted to the dealer that the engineer was "sore."

Jim Fordton raced with Number Three on a sunny autumn day. His auto now lies scattered over the Frisco right of way. No more he'll race like Achilles in his pride, for the undertaker pickled him in strong formaldehyde; and as we hear the church bell its mournful tidings toll, the keeper of the pearly gates rejects Jim Fordton's soul. St. Peter standing at the gate, arrayed in cap and gown, says, "I have to pass you on down. I cannot soil this heavenly sphere with such a silly ass, who will, to win a chance to boast, step hard upon the gas."

Chief Special Agent Allender Breaks Into Print in National Magazine

Chief Special Agent Sam Allender achieved distinction along new lines last month when "True Detective Stories," a widely circulated national magazine, carried a story, "as told by Sam Allender to Jock Bellairs."

"He Killed for the Golden Lure," is the title of the intensely interesting story—a tale of the murder of a loan shop proprietor in St. Louis; of the man chase which followed, and of how the guilty man was finally captured.

"Chief" Allender was, at the time of the murder, chief of detectives for the City of St. Louis. "Jock" Bellairs is the dean of all police headquarters reporters in the Middle West, and has for a quarter of a century or more represented the St. Louis Star in that capacity. Bellairs has written a series of stories dealing with famous crimes and criminals of the Middle West, and in many of these, Mr. Allender plays an important part in the capture of the criminals.

Some day the Magazine hopes to persuade Chief Allender to tell its readers of some of his experiences. Thus far his natural disinclination to stand in the limelight of publicity has been a distinct bar to this, but we hope to break through the barrier before long. We are sure such a story would prove interesting.

Junior Safety Council of Memphis Does Great Work Every Day

Representatives of the Safety Department of the Frisco Lines have recently taken a great deal of interest in the Junior Safety Council Organization of Memphis, one of the largest organizations of its kind in the United States, and composed of Memphis school children.

Mr. J. W. Morrill has made talks to the children and is enthusiastic over their activities.

Among other things the Council publishes the Greater Memphis Safety News, the direction of its columns being in the hands of the Junior Council.

Suggested activities of the council comprise:

Guarding stairways in public schools;

Acting as patrols at dangerous corners (standing at curbs and not in street), assisting children to cross in orderly fashion;

Acting as patrols on playgrounds; reporting of hazards in vicinity of schools; aiding the principal in any way at any time as desired. Active members of the Junior Council act as a court for the trial of those pupils found guilty of violation of safety regulations. The council makes a weekly inspection of the entire building and grounds and report in writing to the principal.



