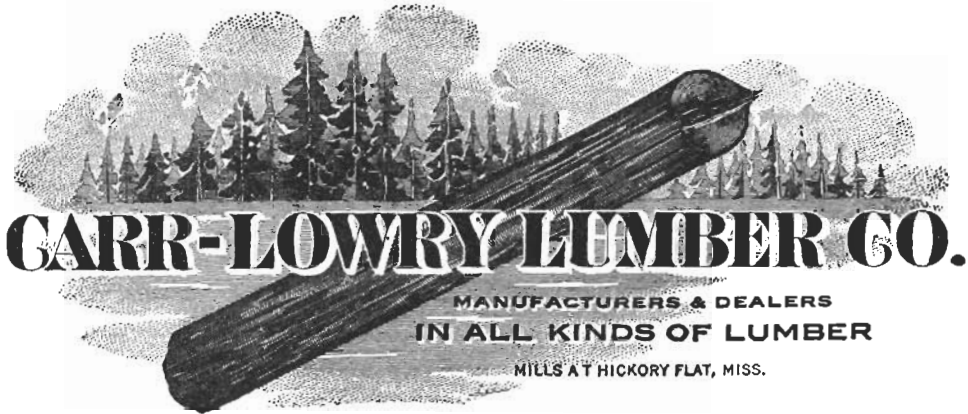


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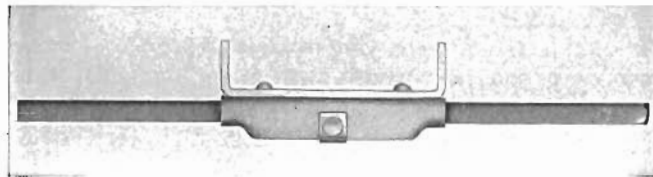
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The pride and ambition of all the men who stand back of this brand eager to carry on the good name of a business founded over forty years ago and to make this brand truly a present-day symbol of their very best efforts.

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THE FRISCO EMPLOYEES' MAGAZINE

827 FRISCO BUILDING :: ST. LOUIS

WM. L. HUGGINS, Jr., *Editor*

MARTHA C. MOORE, *Associate Editor*

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Contents of This Issue

	PAGES
Crew on Chadwick Branch Has Two Hundred Twenty two Years' Service	8-10
All-Frisco Special Train Carries Tulsa Boosters on 3,710 Mile Journey..	11
Frisco Features Prominently in First Annual Strawberry Festival at Van Buren, May 12.....	12
Frisco Lines Had Year of Great Prosperity in 1925, Annual Report Shows.....	13
Come, All Ye Frisco Veterans.....	14
<i>By R. F. McGlothlan</i>	
Fifteen Hundred Frisco Veterans to Annual Reunion at Springfield, June 28 and 29.....	15
Frisco Workers Supplied With Half Million Dollars in Small Items in 1925.....	16
The Constituent Elements of Matter and Their Relations to Each Other..	17-19
<i>By W. A. Reese—Part III</i>	
"All Aboard", Shouts Sunnyland Conductor, and "Uncle Ike" Goes Home Again.....	20
The Frisco Railroad—What It Means to Columbus, Kansas.....	21
Frisco Passenger Trains Were 97.9 Per Cent on Time During April.....	22
"Horse Racing" at West Tulsa Reduces Personal Injuries.....	24
Forty Per Cent Reduction in Damaged Equipment Made During April...	25
Pastime	28-29
The Pension Roll.....	30-31
Homemakers' Page.....	32
<i>Miss Loretto A. Connor, Editor</i>	
The Cool, New Styles for Summer.....	33
The Twilight Hour.....	34
The Ten Little Workers.....	35

THE FRISCO EMPLOYEES' MAGAZINE

The Frisco Employees' Magazine is a monthly publication devoted primarily to the interests of the more than 30,000 active and retired employes of the Frisco Lines. It contains stories, items of current news, personal notes about employes 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 drawing ink.

Employes 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 employes. To others, price 15 cents a copy; subscription rate \$1.50 a year. Advertising rates will be made known upon application.

Crew on Chadwick Branch Has Combined Frisco Service of Two Hundred Twenty-two Years

Lyons, Parvin, Murden, Leitwein, McBride and Childers Know Farmers and Townsfolk on Preferred Run—Hold Record for Long Service

TWO hundred and twenty-two years Frisco service is the combined total of the six men operating the train on the Chadwick branch of Frisco Lines, from Chadwick to Springfield, Mo.

To call off the years of each man—45—40—45—33—19—40—sounds like a football quarterback calling his signals.

And Frisco Lines employes believe this champion crew has the largest total of years in service of any six men working together on any railroad in America today.

Engineer Robert Lyons and Conductor Harry Parvin each have forty-five years service with the Frisco; Frank Murden and J. M. Leitwein, messenger and brakeman respectively, each have forty years; C. F. McBride, second brakeman has thirty-three years, and W. R. Childers, the fireman, who is the "baby" of the sextette, has nineteen years service.

To sum it up, the Chadwick branch itself, the engine that pulls the mixed train daily, leaving Springfield at 9:00 in the morning and returning at 4:00 every evening—and the agent at Chadwick, are all veterans of long and faithful years of Frisco service.

Agent M. L. Atkins has handled the station at Chadwick for thirty-four years and is an enthusiastic booster for the peace and longevity which the Ozark country produces so lavishly.

"They'd live forever down here if we'd let 'em", Atkins says. "Why, dad-blame it all, we had to shoot one of the natives before we could start a graveyard every town hasta have"!

A Preferred Run

The "run" on the Chadwick branch is what is known to trainmen as a "preferred run". Each of the men in the crew, with but one exception, owns his own

home in Springfield and since the run is only from 9:00 to 4:00 the crew members have breakfast at home, lunch at Chadwick and are again in Springfield in time for dinner.

For men in train service the arrangement is ideal, but don't you agree that when a fellow works forty-five years for a railroad, extending to it every ounce of loyalty he possesses, he has something in the "preferred" line coming his way?

There are but few enginemen and railroad employes in the operating and traffic department who are not well acquainted with each of the six men comprising the crew.

Bob Lyons, the engineer, has made a host of friends and patrons for the Frisco. He was born at Kenmare, Ireland, near Lake Killarney. He came to America at an early age, and went to Augusta, Kansas, where he had relatives. There he began his service on the section, in July, 1881.

But railroad men, and enginemen particularly are born with the splendid faculties which are required of them, and the railroading lure began to assert itself in Mr. Lyons' life. He longed for work where he would come in contact with the engines of the Frisco Lines, and went to work in the roundhouse at Dixon, Mo. In July, 1883 he began his career in engine service as a fireman out of Dixon.

In July, 1889 he was promoted to the position of engineer where he has served for the past thirty-seven years. Due to his long years of service he was able to secure the rights to the Chadwick run.

"I've got to keep working to support the family, there are so many of them", he smilingly remarked.

"How many"? he was asked.

"Well, six boys and three girls! The girls are all at home, but two of the boys are going to school, two are state highway engineers, one is a mining engineer and

"Bob" Lyons, Harry Parvin, Frank Murden, "Jim" Leitwein, C. F. McBride and W. R. Childers are known up and down the Chadwick branch of Frisco Lines as "the Frisco boys". They have the confidence and friendship of every resident on the thirty-three mile run. As engine 592 wheels its way along the rails from Chadwick to Springfield, "the boys" shout greetings to farmers working in the fields, and exchange the time of day with residents of the towns during station stops.

Conductor Parvin, we venture, calls every passenger by his first name as he takes his ticket, and knows personally the consignee of every piece of freight and baggage.

It is a happy, jolly crew doing splendid congenial work. And the Chadwick branch is a preferred run for veterans who, like these six men, have a combined service of 222 years.

We put their record up against that of any other crew on American railroads.

—W. L. H., Jr.