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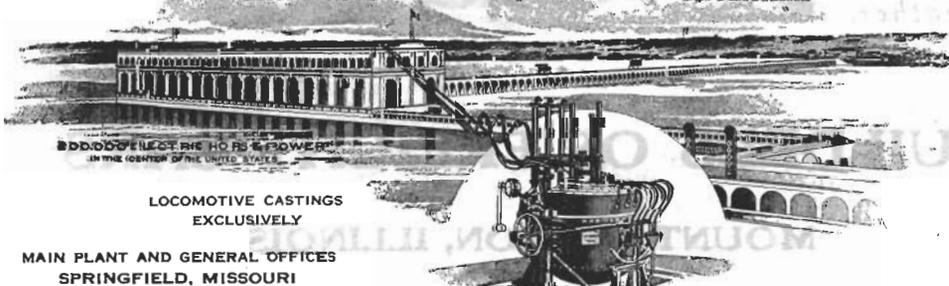
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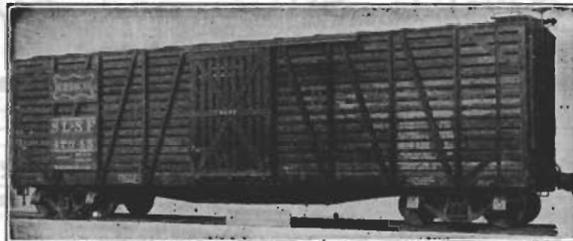
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# THE FRISCO EMPLOYEES' MAGAZINE

827 FRISCO BUILDING :: ST. LOUIS

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

MARTHA C. MOORE, *Associate Editor*

WM. McMILLAN, *Advertising Manager*

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### 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 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 drawing 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 rates will be made known upon application.

# Shepard Smith a Famous Frisco Engineer for Forty-two Years—Retired June 30

*Veteran Drank Fred Harvey's First Coffee 51 Years Ago and Took First Frisco Train From Kansas City, Mo., Union Station*

**O**NE BY ONE they are passing from active service—these old timers who lived through the pioneering, short-pants days of railroad-

ing. On June 30, the Frisco placed on the retired list one of its best known and loved engineers, Mr. Shepard B. Smith, senior man in point of road service between Kansas City and Fort Scott.

For forty-two years "Shep" Smith has handled a throttle on the Frisco, and before that he was a fireman on the Santa Fe, and the Fort Scott & Gulf.

There are few things in the railroading world of operation not an



SHEPARD B. SMITH

open book to this veteran of shining steel and roaring engine.

He is the man who handled the throttle of the first regular passenger train to leave the new Kansas City union station in 1914, via Frisco Lines. He was the first man to "sample" a cup of coffee made by the hands of Fred Harvey, pioneer in railroad restaurants and dining car service. And he was at the throttle of the first Santa Fe train ever to enter Kansas City, Mo.

Fifty-one years ago, in 1875, to be correct, "Shep" was in his swaddling clothes as a railroad man, but he was firing nevertheless on the Santa Fe and living at Topeka, Kansas.

One evening he was swinging along home and passing the old freight depot, he noticed that one corner had been fitted up for a lunch room.

Behind the counter, polishing an old coffee urn that

had already seen years of service, was Fred Harvey, founder of the greatest railroad eating house system in the world. It was his first venture in the business and it was so recent that he had not had a customer. But the coffee urn that was the "grand-daddy" of the thousands of Harvey coffee urns, was steaming hot, and Harvey called to the hurrying fireman.

"Have some coffee, 'Shep,'" he said. "It's the first I've made. Tell me if it's good."

Shepard stopped long enough to sample the Harvey coffee, declared it excellent and resumed his homeward journey, but not before he delivered the discouraging opinion that he didn't believe Harvey would do much business in that location.

"Your coffee's good, Harvey," he said. "But your place is too small. Three men would crowd it."

"Righto," said Harvey. "But I'm going to make the coffee and food so good that the boys will come, no matter how far they have to walk."

During the years between 1875 and 1883 "Shep" returned many times to sample Harvey's coffee, and so did the growing hundreds of other railroad and traveling customers. That little lunch room in the corner of the old Santa Fe freight depot corner at Topeka proved to be the beginning of an eating house service that has become famous the world over.

By the time Fred Harvey's "Place" had grown to tremendous dimension on the Santa Fe and other roads, and the new Harvey House in the union passenger station at Kansas City was to be opened in November of 1914, "Shep" had traveled far in the railroad world and was a Frisco Lines engineer.

When Ford Harvey, son of the founder of the famous system, heard that "Shep" Smith was to be honored by driving the first Frisco passenger train out of the new union station, he pondered on it a moment.

"Tell 'Shep' to come here with his family ahead of the opening tomorrow," he instructed his assistant. "He drank the first cup of coffee my father ever made for sale, and he shall drink the first cup ever served in the new Kansas City union station."

That is how Smith and his family were served a course dinner in the Harvey House before its doors

(Now turn to Page 22, please)