

**The FRISCO EMPLOYEES' MAGAZINE**

Published on the First of Each Month

By the

**St. Louis-San Francisco Railway Co.**

Edited by WM. L. HUGGINS, Jr.

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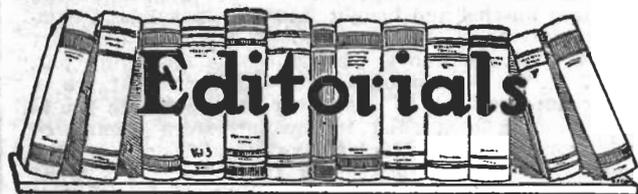
This magazine is published in the interests of and for free distribution among the 30,000 employes of the St. Louis-San Francisco Railway. All articles and communications relative to editorial matters should be addressed to the editor.

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**These Frisco Veterans**

**B**Y the time these words are being read by the 30,000 employes of this railroad, its biggest annual event—the Veterans' Reunion—will be in the past for this year at least, and memories only will remain of the 1926 session.

Membership in the Veteran Employes' Association, limited as it is to men with twenty or more years of service with Frisco Lines, is much desired by thousands of employes who are not yet eligible to join. There is an interwoven feeling of comradeship between these men of steel and iron and giant power, that comes only with the passing of years in a great transportation unit. Perhaps in no other endeavor is there such close team work, such splendid co-operation, such accurate dependence upon each other as men in the railroad service feel for and of their fellows.

Just as minutes and seconds count in this great industry so do men and deeds. A lagging switchman, a careless engineman, a drowsy dispatcher, a lackadaisical clerk or officer can bring disaster to users of our service and to our employes.

Men enter railroad work, sometimes, without an understanding of the exacting demands upon their time and talents. But they are soon versed. As the years of their service roll along they come to realize what a tremendous, colossal task this railroad world represents, and they too strain at the collar of the job with their fellow worker.

Team work! Of all industries demanding it, the railroad is in need of it most.

That is why these men of twenty, twenty-five, thirty, forty and even fifty years of service can gather at Springfield once a year with a clear understanding of the other's feelings, the other's job, the other's part in keeping Frisco Lines the best railroad in America.

And during those two reunion days, the thoughts of younger men in Frisco ranks are with them, while they look forward to the time when they, too, may proudly enter the ranks of "Frisco Veterans," and know that they have come through the crucible tried, tested and found worthy of the Frisco standard of service.

**On-Time Performance**

**T**HE example set by the River division of Frisco Lines, under Superintendent J. A. Moran, in leading all other divisions for May with an on-time passenger train performance of 98.7 per cent, reminds at least one Frisco employe of the poultry man who hung an ostrich egg on the wall of the henhouse occupied by his Rhode Island reds, and placed a sign under the egg which read: "Hens: Go Thou and Do Likewise!"

Although it is obviously impossible to keep 5,710 passenger trains a month at 100 per cent, it is possible to improve the score above the 96.6 per cent which was the average for May of all divisions.

There is no room for an alibi on the part of other divisions in comparison with the splendid record made by Moran and his river division employes. A total of 826 trains ran over the River division in May, ten more than the average for each division. The River division boys nosed out even the Western division, which handled only 217 trains during May, by one tenth per cent.

The necessity of keeping passenger trains on time is known to every person, railroad worker or not. The reputation of operating an "on-time" railroad is one of the greatest advertisements any line can have, and without such a reputation no road can expect to increase its passenger travel to the extent that could be desired.

Truly it behooves each of us to lend our effort to the task of keeping the bulletin boards clean.

To the six other operating divisions let us point out the River's record and say fervently and earnestly:

**"Go Thou and Do Likewise!"**



# Flashes of Merriment

### She is Convinced

"Rastus, does yuh all love me?"  
 "Mandy, you is one woman I don't like none other better than."—Whitman Blue Moon.

### A Safe Place

Fugitive: "Quick! Where can I hide? The police are after me."  
 Office Employee: "In the filing cabinet. Nobody can ever find anything there."

### A Social Error

Down in Texas recently a host inquired of his guest while at dinner, whether the guest would have some corn. The guest passed his glass instead of his plate.

### Father's Chance

Willie (to his father who had recently married for the second time): "There's a shop in the High Street just like you daddy."  
 Father: "Shop like me? What do you mean?"  
 Willie: "It's under new management."

### And Then—!

"I read an account of a man who slept past the time for his wedding."  
 "That's nothing. Lots of men don't wake up 'till after marriage."—The Kablegram.

### Alas—Too Late!

He hung on the words of beautiful Kate,  
 And also hung on the old front gate.  
 They've been wedded now, ten years,  
 I'd state,  
 And he wishes he'd hung on the old front gate!  
 —Columbus Dispatch.

### Beards vs. Faces!

Si: "I had a beard like yours once, but when I realized how it made me look I cut it off, b'gosh."  
 Hi: "Wall, I had a face like yours once, but when I realized I couldn't cut it off, I grew this beard, by heck!"

### Only Two

"Robert, how many natural magnets are there?"  
 "Two, sir."  
 "Name them."  
 "Blondes and brunettes, sir."  
 —Railway Employes' Journal.

### Terrible!

"My dear," exclaimed the young wife. "Dick was almost drowned last night!"  
 "Oh, how?" exclaimed her startled neighbor.  
 "The pillow slipped, the bed spread, and he fell into the spring."

### Afterwards

"Do you have to see a doctor in this town before you can get booze?"  
 "Nope—afterwards."

### So That's How!



"Law, Sambo, how many yards does it take fo' a shirt like that one?"  
 "I got three shirts like this out of one yard las' night, chile!"

### Amateur Gardeners—Beware!

City Chap: "What weeds are the easiest to kill?"  
 Farmer: "Widow's weeds. All you have to do is to say, 'wilt thou?' and they wilt."

### Careful!

"Ikey, what for you go up dem stairs two at a time?"  
 "To safe my shoes, fader."  
 "Dot's right, but look out you don't split your pants."

### Bobbie's Preference

Mary Ann: "Bobbie, don't you wish you were a little bird—flying up in the sky?"  
 Bobbie: "Naw, I'd heap ruther be an elephant an' squirt water outa my nose."

### Great Sport

"What do you consider the best in-door sport?"  
 "Holding hands—no matter whether you're playing cards or making love."

### Not for a Penny

"Will you let me kiss you if I give you a penny?" asked the little boy's aunt.  
 "A penny!" he exclaimed. "Why I get more than that for taking castor oil."

### For Safety's Sake

Landlady: "You always sing while you're taking your morning shower, Mr. Gray. Why do you do that?"  
 Boarder: "The bathroom door won't stay locked."—American Mutual Magazine.

### Turned to Butter

The dairymaid pensively milked the goat,  
 And, pouting, she paused to mutter:  
 "I wish, you brute, you'd turn to milk!"  
 And the animal turned to butter.

### It Happens Every Time

"I confided the secret of our engagement to three of my dearest friends."  
 "Three all told?"  
 "Yes, all told!"

### Rightly Answered

A correspondent wrote as follows:  
 "Dear Editor: Please tell me the address of most reliable fortune teller."  
 The editor wisely replied: "Dunn & Bradstreet, New York City."

### Sure He Was

Cop: "Hey, where are you going? Don't you know this is a one-way street?"  
 Abe (in new car): "Vell, I'm goin' von way, ain't I?"

### Full of Trouble

The tramp: "Lady, will you please give me a glass of water. I'm so terribly hungry that I don't really know where to spend the night."  
 (Paris Le Rivre).

### Literally Speaking

"I wouldn't touch him with a ten foot pole."  
 "Why not? What's the matter with him?"  
 "Oh, nothing, only it would look so silly."



# The Pension Roll

**EDWARD PLUMMER MAGNER**, northern division engineer, was retired from active service on April 30, 1926, on reaching the age limit. He was born near Paolia, Indiana, April 30,



E. P. MAGNER

1856. His father was a farmer and during his early years he assisted with the work on the farm and attended the rural schools. Mr. Magner's first railroad job was in 1882 with the M-K-T, where he worked in the roundhouse. The next spring he returned to the farm, but in the fall of 1883 started working in the bridge department of the M-K-T where he remained until the spring of 1886, when he became a fireman on the M-K-T out of Denison, Texas. On November 15, 1886, he came to the Frisco, firing out of Ft. Scott, Kansas, on the northern division. On May 12, 1893, he was promoted to the position of engineer, running out of Ft. Scott in freight service until January 1, 1907, when he began his service as a passenger engineer. He was married to Miss Robertie Adell Palmer on June 14, 1892, at Ft. Scott, Kansas, and to them was born one daughter, Alta May on June 1, 1895. Mr. and Mrs. Magner make their home at 124 West 1st Street, Ft. Scott, Kansas. Continuous service of thirty-nine years, six months entitles him to a pension of \$88.50 a month, effective from May 1, 1926.

**William Joseph Branstetter**, roundhouse foreman, Pittsburg, Kansas, was retired from active service at the



W. J. BRANSTETTER

age of 54 years on February 16, 1926, due to permanent disability. He was born at Houston, Mo., February 8, 1872. His father was a mine operator at Joplin. He received his education in the Joplin schools, but at the age of fourteen, was employed as a machinist apprentice at the Joplin Machine Works. He worked as machinist and also as mine operator from 1886 to 1898 when he entered Frisco service in the capacity of roundhouse foreman at Pittsburg,

*Five veterans, with a total service of 127 years and nine months, were pensioned at the meeting of the Board of Pensions, held May 24, 1926, in the offices at St. Louis, Missouri.*

**Kansas.** On December 6, 1902, he was transferred to Cherokee, Kansas, but returned to Pittsburg on April 1, 1904, where he remained until his retirement. Mr. Branstetter had charge of both the engine and car department at the different points where he served. On January 1, 1900, he married Miss Mattie Ariver, and to them was born a son, Neil, who is employed as supervisor of music at the Columbus Kansas High School. Mr. and Mrs. Branstetter reside at 707 North Pine Street, Pittsburg, Kansas. Continuous service of twenty-six years, eleven months entitles him to a pension allowance of \$63.50 a month, effective from April 1, 1926.

**James Easley Healey**, roadmaster, central division, was retired from active service on March 7, 1926, due to



J. E. HEALEY

physical infirmities. He was born at Adrain, Mo., November 13, 1879. His father was a farmer and he attended the schools near his home. At the age of twelve he began service with the Santa Fe as a laborer at Dewey, Oklahoma. In the spring of 1901 he entered Frisco service at Cherryvale, Kans., as a laborer, and was promoted to section foreman at Cordell, Oklahoma; to extra gang foreman, and finally to the position of roadmaster at Enid on October 18, 1907. He was transferred to the central division May, 1913; to the southwestern division August 1, 1913, and transferred to Ft. Smith, Arkansas on August 1, 1925. On August 17, 1900, he married Mattie Perkins, of Independence, Kansas and three sons were born to them. In 1912 they were divorced and on October 3, 1913, he married Miss Helen Boyer. There are no children by the second marriage. Mr. and Mrs. Healey reside in El Dorado Springs, Mo. Continuous service of twenty-three years, eight months entitles him to a pension allowance of \$50.20 a month, effective from April 1, 1926.

**James Edward Thomas**, chief clerk to superintendent, central division, was retired from active service on April 1, 1926, at the age of forty-four years, due to permanent disability. He was born at Peebles, Ohio, November 20, 1881. His father was a farmer and he was educated in the schools near his home and at Bloomfield, Mo. At the age of twenty-three he began service with the Frisco as stenographer to the chief dispatcher at Springfield, Mo. He also served as stenographer to the trainmaster at Springfield and Ft. Scott, Kansas. He served in a clerical capacity as clerk to the roadmaster at Sapulpa, Okla.; clerk to the general foreman at Sapulpa, and also served as assistant accountant and then as accountant. For three years he was clerk to the general foreman, B. & B. department and also clerk to the yard foreman at Francis, Oklahoma. He held the last named position also at Ft. Smith. He worked as clerk in the bureau of accounts for a few months and then took the position of chief clerk to superintendent at Ft. Smith, which position he has held for nine years. He was married to Miss Clara Strait of Sapulpa, Oklahoma, on October 5, 1905, and later to Miss Mattie Brown of West Fork, Arkansas on August 19, 1911. He lost his first wife by death. To the second union two boys and two girls were born. Mr. and Mrs. Thomas reside on Route 3, Peebles, Ohio. Continuous service of twenty-one years and seven months entitles him to a pension allowance of \$40.65 a month, effective from May 1, 1926.

**Alexander Michael Artman**, trucker, 7th Street Station, St. Louis, was retired from active service April 30,



A. M. ARTMAN

1926, due to having reached the age limit. He was born April 2, 1856, in St. Louis, Mo. His father was a coal dealer of Chester, Ill., and it was there he received his education. At the age of seventeen years he began work as a harness maker in Chester, Ill., at which profession he worked until he came to St. Louis and began his work with the Frisco, on March 10, 1909, when he was employed as a floorman. He later became a trucker at 7th Street Station. On June 30, 1885 he married Miss

Mary Tockstein of Chester, Ill., and two girls and two boys were born to them. Mr. and Mrs. Artman reside at 3919 Shenandoah Avenue, St. Louis, Mo. Continuous service of sixteen years and one month entitles him to a pension allowance of \$20.00 a month, effective from May 1, 1926.

## In Memoriam

### ROBERT HALL

Robert Hall, pensioned locomotive engineer, died of tuberculosis on May 21, at his home in Dallas, Texas. He was born on March 23, 1871, in Williamson County, Ill., near Stonefort, and entered the service of the old Memphis line on February, 1890, as a fireman in the Memphis yards. He served thereafter as fireman, engineer, engine inspector and was transferred to Tulsa, Oklahoma in August, 1915, as assistant superintendent of tests. He was returned to the Memphis sub-division as engineer in March, 1916, where he served until his retirement in May, 1920. Mr. Hall leaves a widow. His pension allowance was \$35.25 a month and up to the date of his death he had been paid a total of \$2,502.75.

### THOMAS WILLIAM SMITH

Thomas William Smith, pensioned carpenter, died at his home in Springfield, Mo., on May 27. He was born at Woodfield, Monroe County, Ohio, on January 18, 1846, and was pensioned on reaching the age limit on January 31, 1916. He first entered the service of this company as a carpenter at the North Springfield shops in May, 1892, and worked continuously thereafter at the North Shops as a carpenter until his retirement. Mr. Smith was the founder of the Springfield Planing Mills in Springfield. His pension allowance was \$20.00 a month and up to the time of his death he had received a total of \$2,480.00.

### THOMAS HORACE HOUSTON

Thomas Horace Houston, pensioned locomotive engineer, died on May 29 at the residence of his daughter, Mrs. F. D. Davey, 1123 East 11th Street, Kansas City, Mo. Mr. Houston was first employed on the Frisco Lines as a freight brakeman, running out of Pacific, Mo., in August 1879, leaving the service of his own accord in November of that year to go with the St. Louis, Salem & Little Rock Railroad at Salem, Mo. He remained with that road until it was acquired by the Frisco in 1886 and was continuously employed thereafter on the Salem branch and on the eastern division as a brakeman, conductor, fireman and engineer until the time of his retirement because of the age limit on February 23, 1923. Mr. Houston was born in Crawford County, Missouri, February 23, 1853. His

monthly pension allowance was \$77.55 and up to the time of his death he had received a total of \$3,024.45.

### L. A. BELL

L. A. Bell, age 47, veteran Frisco engineer, died at the throttle of his engine at Beaumont, Kansas, at 6:30 o'clock the evening of June 11th. He resided at 116 West Ash, Enid, Oklahoma. Engineer Bell has been 25 years in the service of the company. His funeral was conducted by the Brotherhood of Locomotive Engineers. Mr. Bell had been called for service at Beaumont and had mounted to the cab when he was stricken with apoplexy.

### GEORGE EDGAR

George Edgar of Monett, Mo., for thirty-three years a claim agent for the Frisco Lines, died in a Nevada, Missouri, hospital June 13. He had been ill for five years following a stroke of paralysis. Edgar was well known to Frisco employes during his long service, and after retiring from railroad work he served a term as treasurer of the City of Monett. He was born at New Castle on the Tyne, England, May 15, 1861, and came to America with his family in 1873. He is survived by two daughters, Mrs. J. H. Smedley and Mrs. Margaret Coy, both of Monett, his wife, one grandchild and a sister.

### RICHARD J. MOCK

Richard J. Mock, 52 years old, well known Fayetteville man and a former Frisco railway employe, died at a local hospital in Fayetteville on May 30.

Mr. Mock had been in the service of the Frisco for 31 years and for a number of years had been a conductor on the Muskogee Branch out of Fayetteville. He was well known and liked throughout the section which he served.

He is survived by his wife, four sons and three daughters.

### JAMES EDWARD THOMAS

James Edward Thomas, formerly chief clerk to superintendent at Ft. Smith, who was pensioned the latter part of May, 1926, died from tuberculosis in El Paso, Texas, June 18. Mr. Thomas' pension allowance was \$40.65 per month, and the total pension allowance received was \$31.30.

### THE COMING CITY

Miss Ida M. Tarbell, one of America's most famous women writers, said in a recent article in McCall's Magazine:

"The coming influential center of development of our coast curve is, without doubt, Pensacola, Florida. The city cannot escape expansion for the Frisco Railroad System has recently adopted it for its ocean port. When the connection planned is completed, Pensacola will be open to a great West and Northwest territory hitherto closed to her."

## TWO MEETINGS IN JUNE

### Accident Prevention Sessions at Sapulpa and Muskogee Are Well Attended

**A**N enthusiastic and well attended accident prevention meeting was held at Sapulpa, Oklahoma, June 4, at 2:00 p. m. in the lobby of the Y. M. C. A. More than 110 men were present.

C. T. Mason, superintendent of the southwestern division acted as chairman of the meeting. H. T. Morrison, general manager of the Sand Springs Railroad and R. V. Miller, general manager of the Oklahoma Union Railway attended the meeting, addressing the employes in the interest of accident prevention.

#### H. F. Sanborn Talks

The principal address of the day was made by H. F. Sanborn of St. Louis, assistant to J. R. Koontz, vice-president in charge of traffic.

Mr. Sanborn said: "The management appreciates the loyal support now being given by the employes, and compliments the men on the splendid results already accomplished in accident prevention work which has had much to do with making the Frisco such an efficient transportation machine."

He also stressed the importance of carefully observing the company's rules in the performance of regular duties so that accidents which involve much loss in life, limb and property can be reduced to an even greater extent.

"The welfare of the employe is the first consideration of our operating officials when they insist on the enforcement of the train service rules," he said.

Before the close of the meeting, the men joined in a discussion of various subjects in the interest of accident prevention. The meeting was considered one of the best of its kind, Sapulpa has ever had.

#### Sixty Attend at Muskogee

Muskogee, Oklahoma, had 60 men present on the night of June 11 at an accident prevention meeting. The men were from all departments and there were many track, roundhouse and platform men in attendance.

S. R. Kennedy, acting superintendent at Ft. Smith, opened the meeting, and called on H. H. Westbey, division claim agent who presided.

During the meeting a number of items were discussed which pertained to promote accident prevention around the shops at Muskogee.

Mr. Phillips, general manager of the street car company at Muskogee was a guest. This was the first meeting of this kind he had ever attended and he expressed a desire to organize a safety division among his own men. The meeting was an open one, and the men were urged to ask questions and to make suggestions and recommendations.



# Homemakers' Page



MISS LORETTO A. CONNOR, Editor

## Frisco Girls Leave July 9 for Trip Abroad

**I**N ALL the Frisco family, it would be difficult to find two people more eagerly awaiting the day of July 9, than Agnes King and Anna Willigan, for on that day they will leave St. Louis for New York and a glorious trip abroad as guests of Thomas Jefferson Foundation.

From the date of their election in March as Frisco candidates in the Thomas Jefferson Memorial contest, it has all seemed like a dream. So unanimously did the Frisco folk give of their time and money that they might be selected as Frisco candidates, and so speedy was the contest and then the election, that they did not really begin to realize just what they had won, until the time for the selection of the wardrobe came.

Congratulations from all over the country poured in to both of them, and these two deserving Frisco girls slept lightly for many nights after the campaign ended. Then came a period when they realized that the stupendous task of arranging a wardrobe and other minor details, must be looked after.

### A Bob and a Permanent!

First, Miss King bobbed her hair! "I'm not going to fool with long hair," she said. Miss Willigan, realizing that her locks might give her some trouble, had a permanent. Of course that means that her hair will need little or no attention for six months.

Then came the huge question which is dear to every woman's heart—clothes! Endless noon hours were spent by both girls in the search for appropriate things to wear.

But at last each has safely packed away the last handkerchief—the last pair of silk hose has been purchased and the trunk lid is ready to be locked, with a dress for every occasion.

"Now just when is it that these Frisco girls, take the trip," is being asked through the St. Louis general office building—at Springfield, on the line, on trains and by everybody.

According to last reports, the ship sails from New York on July 17. The definite date the girls leave St. Louis is July 9. The good ship "America" was destroyed by fire during the campaign and so they will sail on the "Pennland." Their itinerary was given in the March number of the *Magazine*. Before sailing from New York, the party will spend two days at Monticello, Va., at the old home of

Thomas Jefferson; two days in Philadelphia, where they will attend the Sesqui-centennial Exposition, and two or three days sightseeing in New York.

Then for the trip abroad!

They will land at Cherbourg, proceeding to Paris, where they will spend six days. Then to Geneva, and thence to Montreux in Switzerland. There will be a reception by Premier Mussolini and a special audience by His Holiness the Pope at Rome. They will continue into Germany with a trip down the Rhine, then to Holland and perhaps the most spectacular reception of the trip will be held at the Palace of Peace, The Hague. The party will visit Belgium and then London.

The bare outline of the interesting points which the girls will visit gives an idea of the many wonders which they will view on their journey.

Here are several lines, taken from the itinerary: "Our drive in Paris will include visits to Notre Dame and other well-known churches, the Louvre Museum, Place de la Concorde, the Latin Quarter, Arc de Triomphe, Champs Elysees, etc. In addition, one day will be devoted to an excursion by rail and automobile to the battlefields, visiting Balleau Woods and Chateau-Thierry. A visit will be made to the old ancestral home of Lafayette and a reception will be arranged by the President of France. Plans are being made for a visit to the studio of the late Paul Bartlett, where Barthod's Statue of Liberty was made."

Two months of a vacation, such as they have never had before! Each intends to keep a diary of this never-to-be-forgotten trip.

### Will Tell of Frisco

"Yes, I know we're going to visit a lot of places, but when we get through if there is any person with whom we come in contact who doesn't know that there is such a marvelous railroad as the Frisco in the United States—well, it won't be our fault. I intend to advertise this road and these wonderful employes who helped me win the trip if I have to hire an interpreter to make a speech for me," and Miss Willigan's eyes flashed a glance at the reporter which told that she meant every word she said.

"I want you to look at my luggage," Miss King said, as she led the way through her home for a view of her

extensive wardrobe. And the Frisco stickers, "Frisco Lines" and every kind of a Frisco insignia was pasted on her smart looking bags and hat box.

These girls are going to get the greatest benefit possible from their trip, and they have earned it. That it would have been impossible to have selected two more representative girls on the entire system is the consensus of opinion. They have served the Frisco long and loyally and this added honor comes through the whole-hearted support and sanction of President Kurn and his officers, and the great army of Frisco employes.

The girls are more than appreciative. They were rather humbled at the great display of loyalty by the Frisco officials and employes in seeing that they earned the right to take the trip; they are awed by the thought that they have contributed materially to so fine a cause as making the Jefferson home, "Monticello" a permanent memorial to so great a man. Words seem inadequate to express their gratitude.

### Reception by Pope

Think of the new ideas they will have when they return! Think of the battle-scarred fields of Belgium and France which they will be privileged to view! Imagine them on the boulevards of Paris—in the Palace of Peace—on the famous Rhine and at the special reception before the Pope!

Perhaps there will be a moonlight ride in a gondola while they are in Venice—time for tea and a slumming party in Paris—a second for a photograph of a Dutch windmill!

"I wish I were going!" Who said that? Whoever it was certainly voiced the sentiments of a greater portion of the Frisco's 30,000 employes.

But we shall all see Europe, through the eyes of Agnes King and Anna Willigan, for they will turn their diary over to the *Magazine*. We shall read of the trips here and there, and of the receptions and balls—of the rides and places of interest which they visited.

So from the 30,000 employes of the Frisco Lines, the word will be mentally flashed to them as they silently leave the ship at New York on July 17:

**"BON VOYAGE—A PLEASANT TRIP — AND A SAFE AND HAPPY RETURN!"**