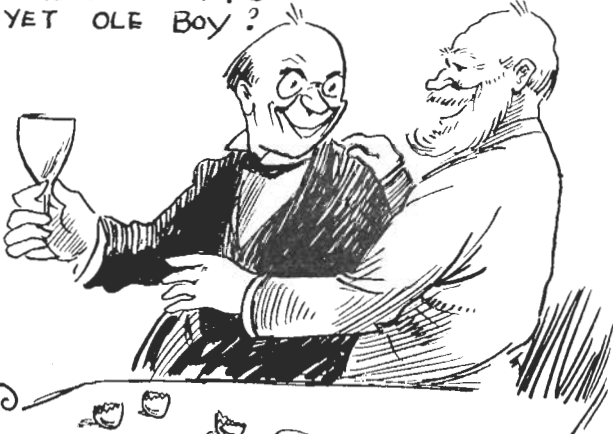


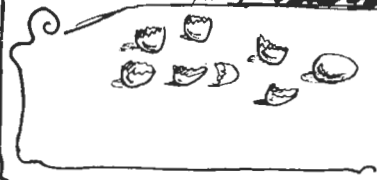
CHRISTMAS IS ALWAYS THE SAME -!

HAD YOUR "XMAS"
YET OLE BOY?

YEA-BUT I'LL
TAKE ANOTHER!



LITTLE SISTER
ALWAYS GETS A
NEW DOLL -!



MERRY



XMAS

-AND WHAT WOULD
A XMAS BE
WITHOUT THE OLD
FIREPLACE AND
STOCKINGS FULL
OF GOODIES -?

THE LADIES ALWAYS
"EXCHANGE" GIFTS

THE BOYS
ALWAYS TRY
OUT THEIR
NEW GUNS.



JOAN GODSEY

THE FRISCO EMPLOYEES' MAGAZINE

827 FRISCO BUILDING :: ST. LOUIS

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

MARTHA C. MOORE, *Associate Editor*

WM. McMILLAN, *Advertising Manager*

VOL. IV

DECEMBER, 1926

No. 3

Permission is given to reprint, with credit, in part or in full, any article appearing in the Magazine

Contents of This Issue

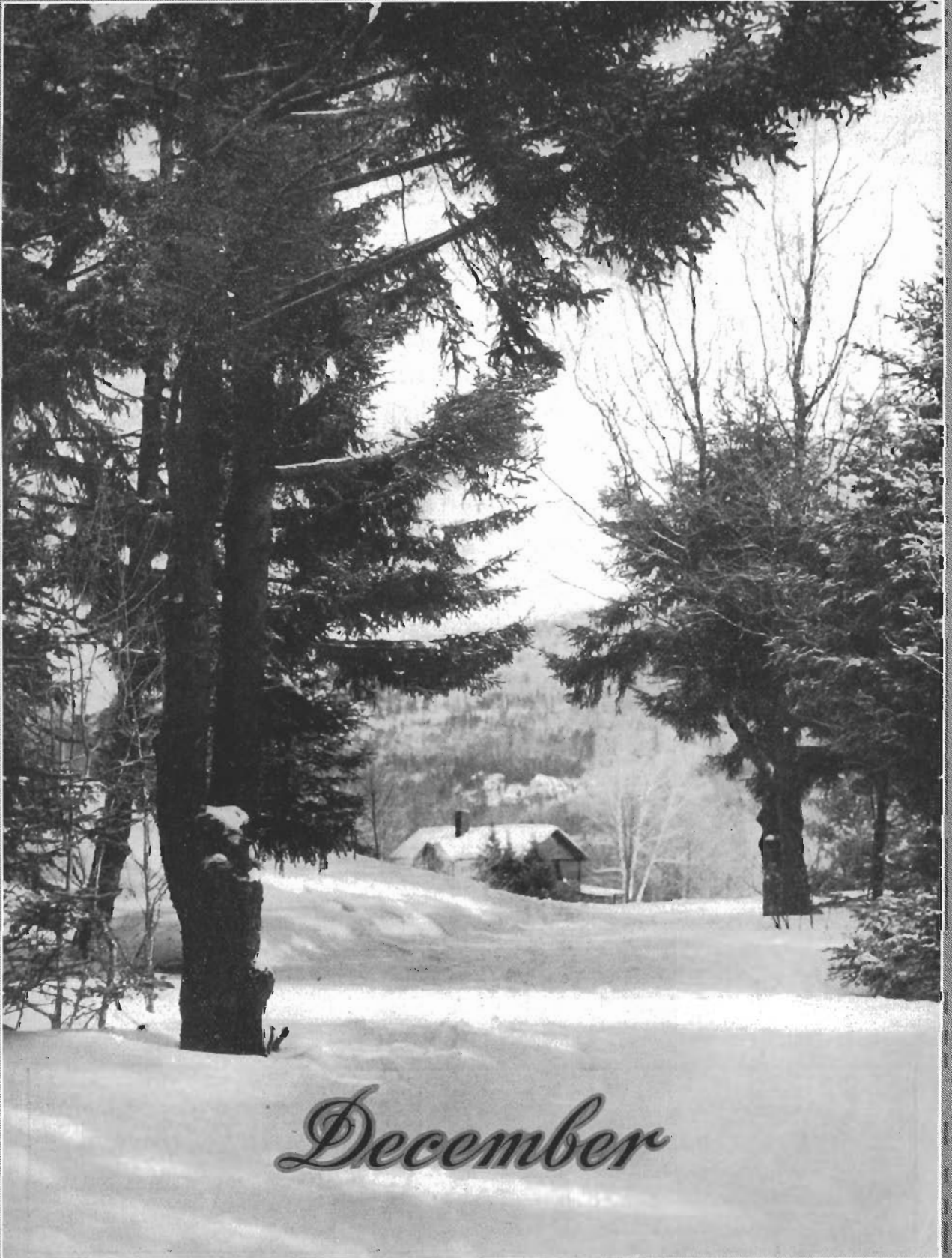
	PAGES
Frontispiece, "December".....	6
Christmas Greetings from President Kurn.....	7
President Kurn Tells of Frisco's Ambition for Southeastern Empire.....	8-9
Frisco Tourists Abroad Visit More Interesting Cities.....	10-12
<i>Part III by Misses King and Willigan</i>	
Springfield Employe Builds Home with Own Hands.....	13
Frisco Engine Runs 2,500,000 Miles in 45 Years.....	14-16
Railway Employes Should Help Executives on Pullman Surcharge.....	17
<i>By S. O. Dunn</i>	
Bessemer Branch Has Made Remarkable Progress in Thirty-one Years.....	18
<i>By Laura M. Chew</i>	
Frisco Day at Muskogee.....	19
J. N. Cornatzar Elected President of Passenger Officers.....	20
"Devil Dogs" Ride Frisco Mail Trains.....	21
Reduction in Equipment Damage Continues.....	22
Springfield South Shops Boasts Twin Record.....	26
<i>By Emery Hagnerwood</i>	
The Pension Roll.....	32
Editorials	33
Homemaker's Page.....	34
Christmas Suggestions for Miss Frisco.....	35
The Twilight Hour.....	36
Frisco Babies.....	37
Flashes of Merriment.....	38
The Frisco Mechanic.....	39-43
Frisco Family News.....	44-76

THE FRISCO EMPLOYEES' MAGAZINE

The Frisco Employes' 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.



December

Christmas Greetings from President Kurn



IN sending to the 30,000 employes of Frisco Lines and their families, my best wishes for a Merry Christmas and a Happy New Year, I regret that it is not possible for me to give each one of you these seasonal wishes personally. When this issue of the *Frisco Magazine* reaches your homes, the holly wreaths will be in the windows, father will have arranged for the Christmas tree, mother will have the famous Christmas dinner planned and the Frisco's little folks will be on their usual before-Christmas good behavior.

I do want you all to know we're thinking of you here in St. Louis at this Yuletide. During the year just passing, you have done splendid work for your railroad and for that I wish to extend you my heartiest congratulations. Your railroad has kept pace with your efforts. The year 1926 will mark the completion of the largest property improvement program ever inaugurated on Frisco Lines. The 1926 budget of \$21,000,000 has gone into 175 miles of new 100-pound rail, new bridges, many miles of automatic train control, twenty-five new locomotives, four thousand new freight cars and 1,700 additional freight cars have been builded in our own shops at various points on the line.

We are entering 1927 with a well-warranted feeling of confidence in our employes and in the year to come.

Before it will be time for me to send you another Christmas greeting, the Frisco will have perfected its great gulf port at Pensacola, Florida. It will be engaged in building up another new empire—the great Southeast. In that effort you will play an important part. I know you will play it efficiently and loyally.

May this Christmas season bring you many joys, and may you find prosperity and happiness in the new year.



President Kurn Tells of Frisco's Ambitions for New Southeastern Empire in Kansas City Address

"Future of Great Southeast One of Bright Spots of America," Chief Executive Informs Kansas City Traffic Club Members

AN event of singular importance to Frisco Lines was held in Kansas City, Mo., October 26, when "Frisco Night" was observed by the Kansas City Traffic Club with a banquet and program of addresses in the Pompeian Room of the Baltimore Hotel.

The progress of the Frisco in recent years has been of vital consequence to Kansas City's own development, and the splendid achievements of Frisco Lines was eulogized by both Mr. Fred Sobotta, president of the club, and Toastmaster Charles D. Dooley, to the three hundred members and guests present.

A large representation of Frisco officers attended, and besides President Kurn who delivered the address of the evening, the following officers spoke: Vice-Presidents J. R. Koontz, J. E. Hutchison, and F. H. Hamilton; Mr. E. T. Miller, general solicitor; Mr. H. P. Wright, Kansas City, Frisco director; and Mr. S. S. Butler, freight traffic manager.

For the first time since the acquisition by the Frisco of the Muscle Shoals, Birmingham and Pensacola Railroad, the aims and ambitions of the parent line in the Southeast were set forth by President Kurn in the address he delivered on this occasion.

"Kansas City's Present and Future Relations with the Southeast" was the title of the president's address, and in it he told the members of the Kansas City Traffic Club some of the developments they might expect from the Frisco when its connection with Pensacola, Florida, "the best natural harbor on the Gulf", is completed.

"A very important part of our system—the Kansas City, Fort Scott and Memphis road, had its inception in Kansas City," Mr. Kurn said. "The energies of Kansas City's citizenship went into building and financing that famous southeastern line, and its prominence today as one of the most important and productive links of the present Frisco System is the direct result of the inspiration of your business men.

"I am very happy to be able to tell you tonight that the glories of the Fort Scott and Memphis line as one of the Middle West's finest rail properties, are to be still further enhanced.

"As a part of our system today, this road is very shortly to become a part of a railroad which will run from Kansas City on the northwest, straight through to the best natural harbor on the Gulf of Mexico, Pensacola, Florida. Within a very short time we will begin the construction of 150 miles of new railroad from Aberdeen, Mississippi, on our main line, to Kimbrough, Alabama, where the Pensacola road which

we recently purchased, ends on the north.

"On the face of it, this construction may seem just another link—an expansion of an already powerful railroad. But it is more than that—a great deal more than that.

"For a good many years, as you gentlemen know, we of the Frisco have tried to get a seaport on the Gulf. Our prosperity depended upon it to a certain extent. Although originating a large percentage of our own tonnage, we were "short-hauling" ourselves by being forced to turn all export consignments over to other roads for destination.

"Last year we purchased the Muscle Shoals, Birmingham & Pensacola Railroad, running from Pensacola, Florida, north to Kimbrough. The Interstate Commerce Commission has just given us permission to build the connecting link to Aberdeen, and through these arrangements the Frisco will get to tidewater at last.

"As I see this new achievement of Frisco Lines in the great Southeast from the viewpoint of the productive Middle West, I am extremely enthusiastic for the future relationship between these two sections of the country. This great middle-western country is in its stride and going strong, and I am glad that the Frisco, one of the oldest roads in the territory has had a consequential hand in its wonderful progress.

"Just as I am sure of this development which uses Kansas City for its gateway, so am I sure of the development of this great southeastern territory which Frisco Lines is now prepared to enter. Its future is one of the bright spots of America today. But Kansas City and the Middle West will share in the glories of this new empire of commerce and industry, and that is really the subject of my talk to you tonight.

"There will exist, as I see it, a perfectly co-ordinated interchange of the products of the Southwest with those of the Southeast and vice versa. The livestock industry of the Southwest is the foundation of one of Kansas City's greatest industries—the packing business. The grains of the tremendous section of the South, West and North which clear through Kansas City, find export at ports in the Southeast. Kansas City is now, and I am sure will continue to be, a great originating point for rail and water travel.

"With the construction of our connecting link and the entrance of the Frisco into competition with other lines with tidewater terminals, Kansas City will be given a railroad which is only a few miles greater in length than the short mileage from Kansas City to New Orleans. To be exact, the distance from Kansas