

## FRISCO DAY AT MUSKOGEE

Good Will Meeting Held at the Chamber of Commerce, October 29

THE City of Muskogee, Oklahoma, shook hands with the Frisco railroad amid mutual pledges of continued good feeling and co-operation, on the occasion of "Frisco Day," October 29, at Muskogee, sponsored by the Muskogee Chamber of Commerce. A tour of the industries of the city in the morning culminated in a well attended luncheon in the Chamber of Commerce dining room at which officials of the Frisco and of the Chamber of Commerce spoke.



MRS. T. E. WALKER

Vice-Presidents J. R. Koontz and J. E. Hutchison, and S. S. Butler, freight traffic manager, were the Frisco speakers.

In his address, Mr. Koontz laid especial stress upon the important part played by the local agent of a community.

"Sometimes I feel," he said, "that many of our people do not realize how vital to the success of our road, the local agent is. The Frisco railroad may be giving 100 per cent service at every point on its line, but if the agent in a certain community is discourteous, surly, inefficient, or has any of the many human complaints, he can discount the entire railroad to the people of that community. He is the Frisco to the people he serves. We are on the look-out constantly for good agents and I'm glad to say we've had success in finding them. But I want to say here that I wish we had agents at all stations on the Frisco Lines who combine the good qualities and efficiency of Mr. T. E. Walker, our general agent here at Muskogee."

Evidence of Mr. Walker's popularity with Muskogee business men was demonstrated by the hearty applause which greeted Mr. Koontz' compliment to him.

"The service extended by the Frisco is not confined to having cars at your disposal for loading when you need them, steels rails to transport these cars to your consignee and locomotives to take the cars along," Vice-President Hutchison said in his talk. "It embraces a great deal more territory than that. We of the Frisco are intensely interested in the production of the territories which our lines traverse. We are as anxious as you are at this time about the cotton condition, and we are doing all in our power to help solve it to our mutual advantage. We have devoted a great deal of thought and effort in the past, and are still doing so, to the inauguration of new industries. It is our honor to have begun the

## A Midnight Recital at Sam's Place

I DIDN'T find out what his name was because he came in and out of my life like a 1,500 engine running late on a fast schedule, but he had one gift I'll never forget—he was an artist of expression.

I was "dunkin'" a tough and scaly sinker in a cup of mighty mediocre coffee in Sam's place down on the tracks when this gent ambles in, his greasy cap on the side of his head and his overalls all sloppy and soiled. He'd been handling a switcher for several hours and the way he attacked his ham and eggs this three o'clock in the morning was a sign of an excellent digestion.

We were the only two in the place and when some brakie passed the shack whistlin' a refrain from Melba's "Goodbye, Forever," this hoghead shoved back his well-polished plate and turned to me.

"I was loiterin' around the streets in St. Louis one night last week," he said, "and dropped into a concert. Don't know anything about music, but I like it. There was a sleek lookin' Frenchman on the program, and that feller played the piano in a way that made me feel all over in spots. As soon as he sat down on the stool, I knew by the way he handled himself that he understood his machine.

"He started out tappin' the keys 'way up one end just as if they were gauges and he wanted to see if he had enough water. Then he looked up as if he wanted to know how much steam he was carrying, and the next moment he pulled open the throttle and sailed onto the main line as if he was half an hour late. You could hear her thunder over the culverts and bridges, getting faster and faster until the feller rocked about in his seat like a cradle.

"Somehow I thought it was ol' 'Sandy' McGinnis holding down the cab on a passenger train and getting out of the way of a special. The feller worked the keys on the Central division like lightning, and then he flew along the north end of the line until the drivers went around like a buzz saw and I got excited for sure.

"About the time I was fixing to tell him to ease down a little, he kicked the dampers under the machine wide open, pulled the throttle way back in the tender and boy, how he did run. I couldn't stand it any longer and yelled to him that he was pounding on the left side and if he wasn't careful he'd drop his ash-pan. But he didn't hear me. Nobody heard me.

"Everything was flying and whizzing. Telegraph poles at the side of the track looked like a row of cornstalks and trees appeared to be a mud-bank and all the time the exhaust of the old machine sounded like the hum of a bumble bee.

"I tried to yell out, but my tongue wouldn't move. He went around curves like a bullet, slipped an eccentric, blew out his soft plug, went down grades fifty feet to the mile and not a brake set.

"She went by the meeting point at a mile and a half a minute and calling for more steam, and my hair stood up like a cat's tail because I knew the game was up. Sure enough, dead ahead of us was the headlight of a special. In a daze I heard the crash as they struck and then a long pause. Then I heard another crash as the Frenchman struck the deep keys away down on the lower end of the Southern division, and then I came to my senses.

"There he was at a dead standstill with the door of the firebox of the machine open, wiping the perspiration from his handsome forehead and bowing to a roaring applause that sounded like a roundhouse full of engines blowing off.

"When I walked out in the night I was still dazed. I've been back up by that concert hall several times since. But I didn't see any lights. I don't know anything about music. But I like it. Seems to tell a lot of things to a feller without speaking in words."

And my strangely expressive friend took a final gulp of his coffee, paid his check and walked out. I hope I'll meet him again soon. I'm sort of haunting Sam's place for that purpose.

—From an Exchange.

grape industry of the Ozarks which has mounted to great proportions. That is a phase of service which is not generally accredited to railroads, but it is one of its most important phases."

Following the speaking part of the program, Mrs. T. E. Walker sang several selections for the guests. She was accompanied by Miss Eudora Gage.

Others of the Frisco family attend-

ing the affair included: Messrs. F. H. Shaffer, M. M. Sisson, S. J. Frazier, J. H. Livingston, J. W. James, O. H. Reid, F. H. Connell.

## Abundant Material

One reason there is so much humor in the world is because there are so many persons who take themselves seriously.—Philadelphia Inquirer.

## J. N. CORNATZAR HONORED

Frisco P. T. M. Elected President of Passenger Officers

ANOTHER honor was conferred upon the Frisco Lines on October 30, when Mr. John N. Cornatzar, passenger traffic manager, was elected president of the American Association of Passenger Traffic Officers at the annual convention of that organization in the Arlington



J. N. CORNATZAR

Hotel at Hot Springs, Ark. Mr. Cornatzar was unanimously elected from the first vice-presidency and is the seventieth president of the association, which was organized in 1856.

The new president is a veteran passenger official, with more than 28 years' service in railroad passenger departments. He began his railroad career in 1888 in his native state of Tennessee as a telegraph operator for the Mobile & Ohio road at Humboldt, later serving with the same road as clerk, agent and in other capacities.

In 1898 he was appointed southeastern passenger agent of the M. & O. at Montgomery Ala. On March 1, 1901, he became affiliated with the Kansas City, Fort Scott & Memphis railroad as general agent, passenger department, at Atlanta, Ga. On December 1 of the same year he was transferred to Memphis as division passenger agent of Frisco Lines, when the Frisco purchased the K. C. F. S. & M. road.

Mr. Cornatzar was made assistant general passenger agent of the Frisco at Memphis in 1906, and in 1915 was again promoted to general passenger agent in the same city. On January 1, 1916, the general passenger agent's office was moved to St. Louis and he took up his residence there. During government control of the railroads he served for a period as general passenger agent for both the

## Superintendent and Supervisors On Southwestern Division



HERE is a "paper" introduction to the superintendent of the Southwestern division, the roadmaster and the foreman on the Oklahoma sub-division.

Before we give you the names of the gentlemen, take a glance at the immaculate condition of the grounds, the bed of flowers, and the pile of neatly stacked material. Even the box car looks like it had had a bath!

From left to right, standing: Fred Shadd, roadmaster Sapulpa-Tulsa terminals; Jake Davis, roadmaster's clerk; C. T. Mason, superintendent; Pat Smith, frog repairer; Ben F. Baker, section foreman; R. A. White, foreman; Chas. Ball, foreman; W. A. Schubert, roadmaster Oklahoma sub-division; Hansen Rainwater, foreman; W. F. King, extra gang foreman; Thos. Sorrells, W. O. Hyler, Henry Hillerby, A. S. Walker, James Eunice, Walter Marsh and F. M. Pace, foremen.

Seated: Dave Austin, foreman; Geo. Eastin, yard foreman; C. B. Bonner, yard foreman, Bristow; and Ben Shedd, extra gang foreman.

Frisco and the M-K-T Lines, and upon resumption of private control on March 1, 1920, he was made passenger traffic manager of the Frisco. He resides at 4931 McPherson Avenue, St. Louis, Missouri.

### Foresight

"If you're not very careful you're going to have trouble with a brunette," warned the fortune teller.

"Hm," mused the patron. "That's my wife. What makes you think I'll have trouble with her?"

"There's a blonde hair on your coat."

## BESSEMER BRANCH MAKES PROGRESS

(Continued from Page 18)

Company have large plants nearby.

Before the installation of the Koppers ovens by the Barrett Company, all of the above commodities went into the air in smoke from the coke ovens, which were of the old style beehive type. Now, many valuable and useful commodities are manufactured from the gas and smoke from the manufacture of coke.

The plants on the Bessemer Branch are served by other lines, as well as the Frisco, but the amount of business which has been given to the Frisco has necessitated the putting on of two crews. The business handled on this branch has increased from the average of 10 loads out and 6 or 8 in, in 1895, to an average of 50 cars in and out over this branch a month, or a daily tonnage handled off the branch of approximately 8,000 tons.

The many industries which have sprung up in the last thirty-one years on the Bessemer Branch of the Birmingham terminals gives one a better understanding as to why Birmingham, Ala., is called the "Magic City", and the "Pittsburgh of the South".

The employees who handle the Frisco's business are some of the oldest in the employ of this road, and many of them can review to the interested listener, the story of the growth of the Bessemer Branch since its early days.

Thinking lengthens life, says a physician. If you think quick enough, perhaps.—Youngstown Vindicator.

## "Devil Dogs" Ride Frisco Mail Trains



FOLLOWING an order issued by President Coolidge, all important mail trains are now equipped with a Marine guard. The photographer snapped the accompanying picture at St. Louis on the arrival of the Frisco's 801 from Memphis at 6:45 p. m. on the night of November 11.

Wilbern Jay, United States Marine, is on guard, while D. Bingman, mail handler unloads the mail sacks. The insignias on Jay's coat denote expert rifleman and sharpshooter.

The order to equip mail cars with Marine guards came shortly following the mail robbery at Elizabeth, N. J., in October, when mail guards shot it out with eight bandits who, nevertheless, escaped with a loot of over \$100,000.00. These Marines occupy vantage points in the mail car, ready for any emergency.

Although present-day bandits are much bolder than the ones who operated years ago, the first authentic record of Marines acting as mail guards comes in May, 1775. It refers to Marines from Hartford, Conn., a few months before the regular Marine Corps was authorized by an act of the Continental Congress.

Reinforcements, together with mail dispatches and a chest containing 500 pounds of specie, were sent to Fort Ticonderoga, which had been captured from the British a short time before. Owing to the difficulty of securing reliable guards, a detachment of eight Marines was sent to

watch over the treasure and dispatches. According to a letter from Silas Root to Jesse Leano those Marines were "well equipped and well spirited", and executed their task in excellent fashion.

Later on in 1921, Marines were used to guard the mails, but were withdrawn after the postal employees were armed. It is said not a mail robbery occurred while the Marines were on duty.

Uncle Sam has again sent Marines to insure safe delivery of the mail. The system in operation is working smoothly and although it is too soon yet to see what effect the Marine guards will have on the mail robberies, they are expected to maintain the record they made in 1921.

There is something grim and determined looking about the "Devil Dogs" who ride the mail cars. Eastern railroads have dubbed Gen. Logan Feland, in charge of the Marines, the "shoot-to-kill" general in his mail guard work, but Feland wants it understood that his men are not shooting promiscuously at anyone who happens to look at them in a suspicious way. "Their orders are to shoot to keep from getting killed," he said.

The postal department has issued a warning to the public to move carefully around mail cars, and not attempt to enter one, or to loiter near, unless upon authority and this authority should be made known to the Marine.

## APPEAL TO MOTORISTS

### Frisco Engineers Request Greater Caution at Grade Crossings

MUCH has been said in the columns of the *Frisco Employes' Magazine*, in newspapers, and various other publications regarding the attitude of the locomotive engineers toward the motoring public, but so far the long-suffering engineers have never published a written statement of warning.

When Division No. 83 of the Brotherhood of Locomotive Engineers met at Springfield, Mo., on November 3, they passed the following resolution, and asked for its publication in this periodical:

"We, the members of Division No. 83, located at Springfield, Mo., running locomotives on the Frisco Lines, desire to appeal to the drivers of automobiles and trucks all over this country to consider every railroad crossing as a dangerous place.

"Whereas, the number of fatal accidents at railroad crossings all over this continent is increasing at an alarming rate; and whereas the majority of said accidents are caused by motorists who neglect to take ordinary precaution when approaching and passing over public railroad crossings; and whereas, the careless practices of motorists burdens locomotive engineers with an enormous mental and physical strain; and whereas, numerous agencies exist through which these careless practices may be brought forcibly to the attention of the motorists;

"Therefore, be it resolved that this Division No. 83, Brotherhood of Locomotive Engineers, regularly assembled at Springfield, Mo., on the third day of November, 1926, do hereby appeal to said numerous agencies to continue in and expand their efforts to bring before the motorists of this country the folly of persisting in such dangerous practices at public railroad crossings as is now almost universal on this continent.

"And be it further resolved that we express our deepest sympathy with the families of those already bereaved in this manner, and be it further resolved that we request the papers in our city to publish same."

(Sgd.) N. V. ALLEBACH,  
C. E., Division No. 83.

G. A. HASLER,  
Sec'y, Division No. 83.

### Never Say Die!

Wife (tearfully): "You've broken the promise you made to me."

Husband: "Never mind, my dear, don't cry. I'll make you another!"

—The By-stander (London).

### Solely Ornamental

"They tell me you have a model husband, Mrs. Hicks."

"Yus, sir, but 'e ain't a workin' model."

—Western Christian Advocate.

### Performance Tells

"Why did you cancel your order for those fountain pens?"

"Because the salesman wrote down my order with a lead pencil."—Slogrins.

THE REDUCTION CONTINUES

Train Crew Efforts Toward the Equipment Showing Results

THEY'RE handling trains easier on the Frisco!

That claim can certainly be made for train crews of our railroad in the face of the continued reduction in damaged equipment. For the first ten months of 1926, figures from the operating department statistician show that while there is a slight increase in the number of cars damaged, the per cent of decrease in the amount of the damage, decreased 17.5 per cent over 1925.

"The fact that our dollars and cents decrease in the amount of damage to equipment continues to beat 1925, is absolute proof of the interest of our employes in this campaign," General Manager Fred Shaifer said. "It proves that our crews are handling our trains more carefully, that switching is done 'according to Hoyle,' and that we're getting splendid co-operation from our own people."

Springfield Terminal continues to hold first place with Birmingham second, and St. Louis third.

The Central Division shows improvement in jumping from second to first place, displacing the Eastern Division, which dropped to second position among the divisions. The Southern Division moved up from fourth to third place, the Western from fifth to fourth, while the Northern Division dropped from third place in 1925 to seventh or "tail-end" position so far this year.

The slogan for last month was furnished by M. J. Dennison, switchman of Birmingham and reads: "The Rough Handling of Freight and Equipment Can Be Eliminated Absolutely by Care and Judgment on the Part of the Employes."

The statement for the first ten months follows:

Grade Crossing Work in Missouri



This photograph might be carded, the only sure way to fix railroad crossings—tunnel under.

The scene is at Mile 19, Hi-Line, where the Missouri State Highway No. 1 crosses the Frisco Lines. The highway will go under Frisco tracks.

Caterpillar tractor is shown in action, at work on this excavation which required the removal of 35,000 yards of dirt.

The photograph was forwarded to the Magazine by L. N. Walker, agent, Holmes Park, Missouri.

Memphis Cave-in Repaired

Undaunted by a cave-in several weeks ago along the Mississippi River front at Memphis which destroyed several hundred feet of Frisco double switch tracks, and did considerable damage to warehouse property, the

Frisco has completed the filling in of 3,000 cubic feet of dirt and service has been resumed on newly-laid tracks, R. E. Buchanan executive general agent announced. A picture of the cave-in was printed in the September issue of *The Magazine*.

DIVISION or TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL			STANDING		
	1926	1925	1924	1926	1925	1924	1926	1925	1924	1926	1925	1924	1926	1925	1924
<b>TERMINALS</b>															
Springfield .....	9	19	33	\$ 950.00	\$ 1,771.00	\$ 2,457.50	662,450	717,708	624,380	.0014	.0026	.0053	1	1	1
Birmingham .....	42	66	78	3,405.00	1,955.00	2,462.00	700,837	593,387	515,637	.0060	.0111	.0151	2	2	2
St. Louis .....	79	73	112	3,047.00	3,976.00	5,817.00	658,854	655,911	581,857	.0120	.0111	.0192	3	3	4
Memphis .....	217	139	182	9,242.95	6,485.00	6,362.50	965,442	1,018,130	1,050,914	.0225	.0137	.0173	4	4	3
Tulsa .....	140	210	261	2,573.00	6,207.50	8,002.00	601,640	714,226	589,554	.0233	.0294	.0443	5	5	6
Kansas City .....	186	175	206	4,115.50	5,774.00	3,809.00	596,110	595,069	567,256	.0312	.0294	.0363	6	6	5
Total .....	673	682	872	\$23,333.45	\$26,168.50	\$28,910.00	4,485,333	4,294,431	3,929,598	.0161	.0159	.0222	..	..	..
<b>DIVISIONS</b>															
Central .....	12	12	31	\$ 687.00	\$ 1,162.64	\$ 607.40	350,007	348,742	314,909	.0034	.0031	.0058	1	2	2
Eastern .....	32	18	42	760.28	1,030.00	2,230.26	760,230	754,843	624,860	.0042	.0024	.0067	2	1	1
Southern .....	57	66	122	2,865.50	5,794.00	3,113.82	818,632	782,924	735,010	.0070	.0084	.0166	3	4	4
Western .....	20	24	26	2,079.00	756.00	2,146.00	212,258	209,707	188,399	.0094	.0114	.0138	4	5	3
River .....	60	104	252	1,623.50	4,428.50	5,910.50	420,757	383,249	386,488	.0113	.0271	.0652	5	7	7
Southwestern .....	149	136	246	4,142.50	3,380.51	5,847.25	949,628	955,514	811,197	.0157	.0142	.0303	6	6	6
Northern .....	154	67	149	2,535.40	3,228.00	3,722.83	949,552	930,427	840,000	.0162	.0072	.0177	7	3	5
Total .....	484	427	868	\$14,693.18	\$19,779.65	\$23,578.06	4,461,064	4,365,406	3,900,863	.0108	.0098	.0223	..	..	..
Texas Lines .....	18	25	13	327.65	591.50	213.40	131,799	144,019	135,882	.0137	.0174	.0096	..	..	..
Total System	1175	1135	1753	\$38,354.28	\$46,539.65	\$52,701.46									
1926 compared with 1925—Per cent increase in number cars damaged, 3.6%.															
Per cent decrease amount of damage, 17.5%.															

## Famous Indians Use Frisco Lines to Birmingham



Princess Joycette Jones and Chief Webster Lone Wolf photographed at Birmingham, Ala., following Journey via Frisco Lines

If a monthly "Who's Who" column could be kept of interesting and well-known people who ride via Frisco Lines, topping the list for October would be the names of Chief Webster Lone Wolf and Princess Joycette Jones, Indians, of the Bacone Baptist University at Baron, Okla., who arrived at Birmingham, Ala., October 28 on the "Kansas City-Florida Special".

They came with 400 other young folk to attend the Southwide Baptist Convention at Birmingham, October 28-31, inclusive. The 400 delegates came from Baptist colleges at Bacone and Oklahoma City in Oklahoma; Little Rock in Arkansas; Kansas City,

Columbia, Springfield and Mexico in Missouri and from points in Tennessee, Mississippi and Alabama.

Joycette Jones is a direct descendant of the only woman chief of the Seminole Indians. Although the Indians do not conform to the old tribal government, Joycette's grandmother once held the distinction of being chief of her tribe for some four or five years.

Joycette would never be taken for an Indian. Her skin is like that of any fair brunette. Her hair, though dark and wavy, is bobbed. She has blue eyes and uses excellent English.

Her father is of Spanish and French extraction. Her mother is a talented

### FOUR GENERATIONS



Harry Harrison of the accident prevention department has named this photograph of his mother, his daughter, his grandson and himself, "Four Generations of Safety First."

Mrs. Joyce E. Harrison was born in Davidson County, North Carolina, on New Year's day, 1854. Her ancestors helped to make the history of the Carolinas. Harry Harrison was born in Davidson County, North Carolina, February 18, 1875. Joyce Harrison George was born in Grayson County, Texas, December, 24, 1902, and the grandson, Gordon Harrison George, was born in Grayson County, Texas, June 23, 1925.

The Harrison family moved from North Carolina to Missouri in 1888, and Mr. Harrison came to Texas in 1901, where he entered the service of the Frisco Railroad as a fireman on the Red River division. He was promoted to engineer in 1914 and ran a train during the war. On January 1, 1925, he was taken into the accident prevention department, where he is now employed.

woman and acts as an interpreter for the Department of the Interior and can speak many Indian languages fluently.

Webster Lone Wolf is a direct descendant of the famous Chief Lone Wolf. Nothing but Indian blood flows through his veins. He is now chief of the Kiowa Tribe.

He plays quarterback on the Bacone football team and is interested in all sports. Webster Lone Wolf has received the ceremony which goes with the acknowledging of a member of a tribe as chief, however, since the Indians are not governed by chiefs and tribal government, he has really only received the honor due the direct descendant of his famous grandfather.