



# Reunion of Frisco Veterans, 1927

By R. F. McGLOTHLAN

Another year has come and gone—  
Frisco pal,  
And through the months we've  
journeyed on—  
Frisco pal.

We meet again a happy band,  
The finest bunch on sea or land,  
To clasp again the Friendly hand,  
Frisco pal.

Though you have journeyed far or  
near—  
Frisco pal,  
A welcome warm awaits you here,  
Frisco pal.

'Tis good to see you once again  
Ye loyal sons, Ye Frisco Men,  
Ye faithful shovers of the pen—  
Frisco pal.

Perchance a pen you may not  
wield—  
Frisco pal,  
Your chosen lot another field—  
Frisco pal.

The same glad hand is offered you  
By every loyal son, and true  
Not to your title, but to you—  
Frisco pal.

Although the months have quick-  
ly flown—  
Frisco pal,  
And you've a little older grown—  
Frisco pal,

Here's hoping that the tide of years  
May hold for you no doubts, no  
fears,  
No sorrows, neither scalding tears,  
Frisco pal.

But some have wearied, drooped  
and fell—  
Frisco pal,  
They've bidden us a long farewell,  
Frisco pal.

No more shall they our thoughts  
beguile,

No more shall we behold the smile  
"Of those we've loved and lost  
awhile"—  
Frisco pal.

And now a word "Lest You For-  
get"—  
Frisco pal,  
An honor 'tis to be a vet—  
Frisco pal.

A privilege too, but do you know  
A debt to Frisco lines we owe  
For having kindly willed it so—  
Frisco pal.

Let's send up then a rousing cheer,  
Frisco pal.  
Let's give our best throughout the  
year—  
Frisco pal,

Of loyalty, of time and thought,  
A will to labor as we ought.  
Let's earn the plaudit, "Nobly  
wrought"  
Frisco pal.

Let mutual love be now enshrined,  
Frisco pal.  
In all our hearts, for humankind—  
Frisco pal.

Be thus our purpose understood  
No wish, except that highest good  
May come to our own Brother-  
hood—  
Frisco pal.

May we in like communion sweet,  
Frisco pal,  
Be privileged oft-times to meet,  
Frisco pal,  
And when the roll is called next  
year,

May you in tones of accent clear  
Make hearty, joyous answer,  
"here,"—  
Frisco pal.



# A Page of Praise From Loyal Frisco Shippers

When H. F. Sanborn, assistant to vice-president in charge of traffic, St. Louis, Missouri, engaged in conversation with J. J. Brennan, commercial manager of the Memphis Power & Light Company of Memphis, Tennessee, while both were riding the "Sunnyland" from Springfield to Memphis recently, he had no idea that Mr. Brennan would send his appreciation of Frisco service to him in writing. But he did, and a part of it appears below:

"Enjoyed the pleasure of your company yesterday (March 9) from Springfield to Memphis via the "Sunnyland."

Will say that you certainly have a wonderful train and very courteous employes. I was very much impressed with your activities in the development of new business. Also the pleasant and courteous contact that you had with the passengers."

U. E. McFarland, manager of traffic and purchases of the Illinois Glass Company at Alton, Ill., wrote F. J. Lawler, division freight agent, on February 15, in regard to service given that plant.

He writes: "I believe both Mr. Block and yourself will be interested in the service performed on I. C. car 331144, shipped from our Alton plant on February 1 and consigned to the Superior Products Company, Dallas, Texas.

"This car was pulled down from our plant by the Illinois Terminal Company on February 1, about 5:30 p. m., and delivered to the Alton & Eastern at 9:00 p. m. same date, and that company delivered it to the Terminal Railroad Association at 3:55 a. m. on February 2, who delivered it to the Frisco at 5:10 p. m., February 2, the car was forwarded by the Frisco at 11:00 p. m., February 2, and was unloaded at the Dallas plant on the morning of February 5.

"The service on this car from Alton to Dallas, a distance of over 700 miles, was certainly very good, and records indicate that the Frisco Railroad played a very important part in making it possible for our customer to have his bottles on the fourth morning after shipment."

W. W. Hinchey, of the Baker Store Company at Salcedo, Missouri, was so appreciative of the prompt service given him on a tierce of lard, that he wrote to J. A. Moran, superintendent of the river division the following letter:

"I wish to congratulate you on the splendid service the Frisco is giving its patrons. The other day I filed a Western Union message at 9:45 a. m. in Sikeston to Armour

& Company, East St. Louis, Ill., for a tierce of lard. Same was delivered at Salcedo, Mo., the next day about 2:30 p. m."

In addition to the switch movement through the St. Louis terminals, the shipment was handled a distance of 165.3 miles over the Frisco rails in two different trains, which made the record an evermore exceptionally speedy one.

Louise Schutte, reporter for the *Magazine* at Chouteau Avenue Roundhouse, St. Louis, Missouri, vouches for the authenticity of this little story.

A Frisco fireman was "riding the cushions" into St. Louis on train No. 12 recently and overheard the conversation of two traveling men. One of them remarked that he had hired someone to drive him forty miles overland, to a point where he could catch the Frisco's Texas Special into St. Louis.

Whoever this traveling man was, he appreciated Frisco service, as all Frisco patrons do, and instead of walking ONE a mile, he drove FORTY that he might enjoy a perfect ride into St. Louis.

F. H. Shaffer, general manager at Springfield, Missouri, received a letter from S. J. Byrne, Jr., of Stockton, Ala., complimenting F. T. Conley, conductor on the Sunnyland out of Kansas City.

In his letter to Mr. Shaffer, Mr. Byrne advised that as Conductor Conley took up each ticket, he notified the passenger where to change trains, the time and arrival at destination, and in some cases even advised them when they could catch a return train.

"Want to compliment the Frisco, especially the conductor for courteous treatment," Mr. Byrne writes. "We did not get any information whatever from other conductors on our trip from Sacramento, Calif."

The following letter, from Paul Wagner of West Plains, Missouri, was sent to L. A. Fuller, city passenger agent at Springfield, Missouri, in return for information furnished by Mr. Fuller, regarding Frisco service to Tulsa:

"It is a pleasure to read a letter which bespeaks the attitude of a man who not only is interested in the company he represents, but who also is ready and willing to serve the public," the letter reads.

"One often meets, unfortunately, men who, in their innermost heart, believe that they are extending an unusual favor to an inquiring public by giving information to which it is

entitled, provided the request is couched in terms of courtesy.

"Your letter fully covers the points I asked for and, as both my wife and myself are to be the guests of Mr. and Mrs. Frank Banfield at Tulsa, we do not require the address of a hotel in that city. It had occurred to me that should we arrive in Tulsa during the midnight hour, I would not want my friend to come to the station and in that case, the wife and I would have spent one night at a hotel."

The following letter addressed to J. G. Weaver, division freight agent at Ft. Smith, Arkansas, is written in appreciation of Frisco tracing service. Through this service the consignee is able to know hourly, if necessary, where his car of merchandise is while it is enroute.

The letter is from the Cummer Manufacturing Company of Paris, Texas:

"This is to advise you that RI car 62895 arrived in Paris April 23.

"We want to take this opportunity to thank you for the information and service that you have given us in tracing this car. The car arrived here just in time as we will run out of wire tonight.

"All of your wires have been received concerning the passing of the car and we wish again to thank you for the excellent service you gave us in tracing the car."

Friends of M. D. Welch, conductor, trains 105 and 106, will be glad to learn that he is again on the job, and feeling fit and ready, for his work, after a serious operation, from which he recovered in record time at the Frisco Hospital, St. Louis.

"I cannot give enough praise to the Frisco Hospital staff at St. Louis, particularly Dr. Woolsey and Dr. Vinyard, who were so attentive. The whole staff were so kindly solicitous of the suffering ones confined there, and I can recommend it as being a haven of relief for the sick or the afflicted," writes Mr. Welch.

The acting general traffic manager of the American Chain Company addressed W. S. Merchant, general eastern agent of the Frisco Lines, on February 10, congratulating him on the splendid movement given a car of their goods.

"We certainly believe that leaving York, Pa., on February 2 and being delivered in Oklahoma City on February 8, is very good movement.

"When Mr. Heil (Frisco T. F. A.) spoke to me about this movement, he assured me that we could obtain most excellent time via this route, but this certainly surpasses our expectations."

Frank Hartgraves, lawyer at Menard, Texas, sent to J. M. Kurn, president of Frisco Lines, the following letter of appreciation, which is self-explanatory:

"A little while back I had occasion to send a daughter to Worchester, Mass., and at the suggestion of your Menard agent, Mr. C. A. Weise, she was routed over the Frisco and Pennsylvania Lines via St. Louis. A communication from her, commending the splendid service she had received from the Frisco officials informed me that at the suggestion of Mr. Weise, Mr. O. H. McCarty of Ft. Worth, the Texas manager had not only provided her the necessary tickets and Pullman reservations over his own lines, but over the Pennsylvania Lines as well, and that in addition to this, Mr. McCarty had instructed his assistant, Mr. Jordan, to wire Mr. Baker at St. Louis to meet the train Miss Hartgraves was on, and see that she was properly transferred to the next east bound train over the Pennsylvania Lines. All of which was done in accordance with Mr. McCarty's thoughtful and courteous instructions.

"This service was so splendid and so much appreciated by both Miss Hartgraves and myself that I am faking the liberty of expressing this appreciation to you together with my thanks to these gentlemen."

J. F. Steed, of the Mineola Grain Company, addressed the Fant Milling Company of Sherman, Texas, in the following manner:

"We are compelled to compliment you on the service in getting Frisco 123,890 to us, as this order was phoned after 4 o'clock, Saturday, and we received the car Monday afternoon. We also appreciate the way it was loaded, as there was not a single torn sack in the car."

Officials of the Mineola Grain Company appreciated not only the prompt movement, via Frisco Lines, but the manner of handling.

E. G. Baker, division passenger agent of St. Louis, Mo., received a letter from Mrs. Rose D. McDonald of St. Louis, Mo., highly complimentary of Frisco train service between St. Louis and Memphis, Tenn. She advises that next year she intends to use the same service to Memphis.

Below is the letter:

"Having made the round-trip to Memphis on your road (Frisco), I want to tell you I never enjoyed train service more. And I want to say your dining steward was one of the most courteous I ever had serve me. Will be glad to make the same trip to Memphis when I go on my vacation again next year."

The letter is a splendid recommendation and in reading it, there comes to mind the picture of co-operation among the employes, and courtesy and a spirit of justice toward the shippers as extended by the employes

and officials of the Frisco Lines.

The letter is from Boerstler Brothers, wholesale grocers of Henryetta, Okla., and addressed to H. G. McKinstrey, agent, Frisco Lines, same place:

"In going through our ledger today we find the Frisco has paid us in full for every claim filed for the past four years. Today the Frisco does not owe us a single claim. We desire to pay you a compliment because you pay your claims promptly. It is our intention to file only claims that are honestly due us and we thank your railroad for paying same promptly.

(Signed) Leo Boerstler."

The South Chester Tube Company of Chester, Pa., appreciated Frisco service so keenly that A. J. Tucker, treasurer of the concern, wrote the following letter of appreciation to S. L. Oliver, Frisco agent at Memphis, Tennessee.

"We have received your telegrams tracing B. & O. car 255451 destined Mannford, Oklahoma, and greatly appreciate the attention which you gave to this tracing as well as the excellent time you made on this movement, as the car was seriously needed at destination by one of the largest pipe consumers in the country whom it was very desirable to please."

A great corporation cannot long endure if its employes are not solicitous of the needs of those with whom they have business dealings.

Many compliments come to the railroad through the efforts of some one of its thousands of employes and the letter quoted below from William Robertson, a sales agent for Texas watermelons of Belleville, Texas, concerning J. H. Webberley, traveling freight agent of Houston, was highly appreciated, both by the Frisco officials and by Mr. Webberley, whom it concerned:

"I want to express to you my profound appreciation of the services rendered this office for the past several years, and all of the track buyers headquartering here, by your Mr. J. H. Webberley. His assistance has really been invaluable and we are truly grateful to him and to the Frisco Lines because of his being here.

"It has been the writer's observation, over a period of years in the shipping business, that the average freight solicitor is a good fellow from the standpoint of conviviality and congeniality, but his activities are confined mostly to "chair warming" in hotel offices, and when information of a technical nature is requested, the average solicitor is unable to supply it. He wants the business if too much aggressiveness is not required to secure it, but usually the second day on the job finds him longing

for the bright lights and looking forward to Friday evening.

"Mr. Webberley presents a very pleasing contrast in that he is constantly available for a supply of useful information and is ready, willing and able to jump in anywhere and at any time to help out a situation. He is not a clock-watcher in any sense of the word. He has worked without solicitation until the "we small hours" of the morning, helping our traffic men, and the buyers seeking routes find him a ready source of information at any and all times. And all he gets is "Thanks, old man," an expression very commonplace, but eloquent with real feeling when addressed to Webberley and emanating from any of the "bunch," here. Two minutes after Webberley reaches the hotel he is in our office or on the track, with his sleeves rolled up and minus a hat, talking "Frisco." Our only regret is that the territory we supply does not permit of the Frisco getting a greater percentage of our business.

"I mentioned to Mr. I. Barancik, buyer for A. Goldsmith & Co. of Chicago, that I was going to address to you a communication commending Mr. Webberley and he threatened me with dire consequences if I failed to state that he concurred in my remarks.

"All this because of my belief in 'flowers for the living.'"

## CHICKS FROM CLINTON

While dining out on a visit to New York, the tender chicken which your remark is "delicious" may be from the old Ozarks after all, for every Wednesday of each week the branch of Armour & Company, at Clinton, Missouri, ships one car of dressed poultry via Frisco Lines to Kansas City, where it goes direct to New York poultry markets. The chickens are packed, four to a box and the approximate weight of each box is seven pounds. The boxes are wrapped and sealed in oiled paper. The first lap of the journey, from Clinton to Kansas City, via Frisco rails, is made in six hours.

"We've goth the world beat on hauls from Clinton to Kansas City," remarked C. O. Claiborne, agent at that point. "It only takes us six hours to make this trip, and we handle every day but Sunday, around 35,000 pounds of merchandise to and from that point."

On the platform at the Clinton station can be seen boxes and boxes of baby chicks, being loaded with the greatest care into the warm baggage cars. Some east bound, others west bound, and to many points in the United States.

Mistress: "What beautiful scallops you have on your pies, Mandy! How do you do it?"

Cook: "Deed, honey, dey ain't no trouble. I jes' uses my false teeth."

# The Pension Roll

**J**OSEPH WOODCOCK TREMAYNE, traveling auditor, St. Louis, Missouri, was retired from active service March 31, 1927, due to having reached the age limit. He was born March 23, 1857, at St. Marys Scilly Island, England.

His father was a shoemaker. He attended the schools of England and in 1873 he began teaching. He later received a post graduate course for three years after which he attended college for four years. He came to America in 1880 and served as bookkeeper for the firm of R. T. Coughlin, who handled undertakers' supplies. He remained there nine months, and in May, 1881, he took service with the Frisco in the office of the auditor of tickets accounts, checking conductor's reports. He held the following positions in this department: Abstract clerk, rate clerk and station clerk. In November, 1898, he was promoted to the position of traveling auditor, which position he held until his retirement. On December 24, 1884, he was married to Miss Ella C. Thomas of St. Louis, Missouri, and to them were born two sons. Mr. and Mrs. Tremayne reside at 1607 Texas Avenue, St. Louis, Missouri. Continuous service of forty-six years and three months entitles him to a pension allowance of \$87.05 a month effective from April 1, 1927.

**J**OHAN EDWARD O'MELIA, locomotive engineer, central division, was retired from active service on October 31, 1926, due to total disability. Mr. O'Melia was sixty years of age and was born September 9, 1867, at Rolla, Missouri. His father was a farmer, and during his early days he attended schools near his home. At the age of twenty, he took a position as machinist helper at the north shops, Springfield, Missouri. He worked in the capacity of machinist at various points on the Frisco until August 21, 1890, when he was given a position as fireman. On April 9, 1897, he was promoted to the position of engineer. On August 18, 1902, he mar-

ried Gertrude Setler of Lebanon, Missouri. Mr. and Mrs. O'Melia have no children. They reside at 1400 North Fifth Street, Ft. Smith, Arkansas. Continuous service of thirty-nine years and one month entitles him to a pension allowance of \$91.95 a month, effective from April 1, 1927.

*Six veterans, with a total of one hundred ninety-eight years, five months of service, were placed on the Pension Roll at the meeting of the Board of Pensions, held April 18, 1927, in the offices at St. Louis, Mo.*

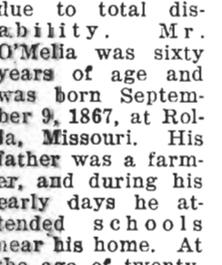
**A**DRIAN VAN OSTADE HASKELL, bridge inspector, eastern division, was retired from active service on March 31, 1927, due to his having reached the age limit. He was born March 12, 1857, at Lewiston, Maine. His father was a farmer. He attended the schools near his home and worked on his father's farm until the fall of 1873, when he came to Pacific, Missouri, and secured work with the Missouri Pacific. About 1876 he went to work for the Frisco, between Pacific and Vinita, I. T., where he served until 1882, when he was sent on line in the performance of bridge work. He has been stationed at Springfield, Missouri, with the entire eastern division under his supervision since 1911, to the date of his retirement. On January 21, 1880, he was married to Miss Mary J. Harris of Allenton, Missouri, and to them were born six children. Two sons and a daughter are living and three of the children are dead. Continuous service of thirty-nine years entitles him to a pension allowance of \$59.45 a month, effective from April 1, 1927.

**P**ATRICK MULROY REILLY, tool room man, Ft. Smith, Arkansas, was retired from active service on March 31, 1927, due to his having reached the age limit. He was born March 1, 1857, in County Mayo, Ireland. He received his education in the schools of Ireland and America. On March 11, 1892, he accepted his first Frisco job, flagging the tunnel at Winslow, Arkansas. He later served in the tool room, mechanical department at Ft. Smith, Arkansas. On May 13, 1884, he was married to Miss Teresa Moran, of Ft. Smith and to them were born seven children. One died in infancy. Four of the sons were at one time in Frisco service. Mrs. Reilly is dead and Mr. Reilly resides at 705 South Twentieth Street, Ft. Smith. Continuous service of nineteen years and eleven months entitles him to a pension allowance of \$20.60 effective from April 1, 1927.

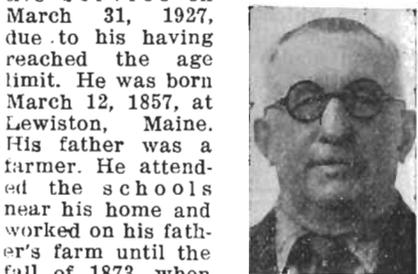
**N**ATHANIEL HENDERSON HUDSON, locomotive engineer, southern division, was retired from active service March 31, 1927, due to his having reached the age limit. He was born January 27, 1857, at Haywood County, Tennessee. His father was a Methodist minister, and in his youth he attended the schools near his home. At the age of twelve he engaged in farm work, but later took up railroad-ing and served as a fireman and later as an engineer on the following



J. W. TREMAYNE



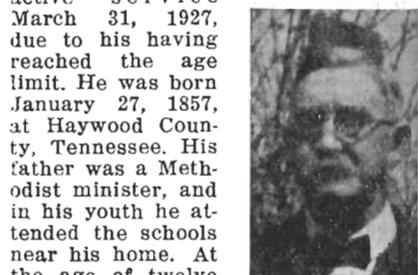
J. E. O'MELIA



A. HASKELL



T. McDONNELL



N. H. HUDSON

roads; Illinois Central, N. O. & T. Railroad and K. C. M. & B., now the Frisco. He began serving the Frisco proper in 1902 as an engineer on the Lebanon Sub, and served on the eastern and southern divisions until his retirement. On June 19, 1895, he was married to Mattie E. Moore of Memphis, Tennessee, and to them were born two children, a boy and a girl. The son Gene, is now serving as chief clerk in the stationery department, Frisco Lines at Springfield, Missouri. Mr. and Mrs. Hudson reside at 1350 Washington Avenue, Springfield. Continuous service of twenty-four years and seven months entitles him to a pension allowance of \$50.00 a month, effective from April 1, 1927.

## In Memoriam

### WILLIAM THOMAS THOMPSON

WILLIAM THOMAS THOMPSON, pensioned section laborer, died at his home at Cassville, Missouri, on April 18, 1927. He was born at Mt. Vernon, Kentucky, on July 24, 1855, and entered the service of Frisco Lines on March 1, 1906, at Monett, as a coach cleaner, and served in that capacity and as section laborer until his retirement, which was due to his having reached the age limit. He was a widower, and left two children. His pension allowance was \$20.00 a month, and up to the date of his death he had been paid a total of \$340.00.

### LAFAYETTE FRANKLIN McNUTT

LAFAYETTE FRANKLIN McNUTT, pensioned pumper, died at his home at Mayfield, Kentucky, April 15. He was born on December 15, 1852, in that city and entered the service of the Frisco Lines as a section laborer on the Ozark division in March, 1885, being transferred to Jonesboro, Arkansas, as a pumper the next month, where he served continuously until his retirement on August 15, 1913, which was due to partial paralysis. Mr. McNutt was a widower. His pension allowance was \$20.00 a month and up to the date of his death he had received a total of \$3,220.00.

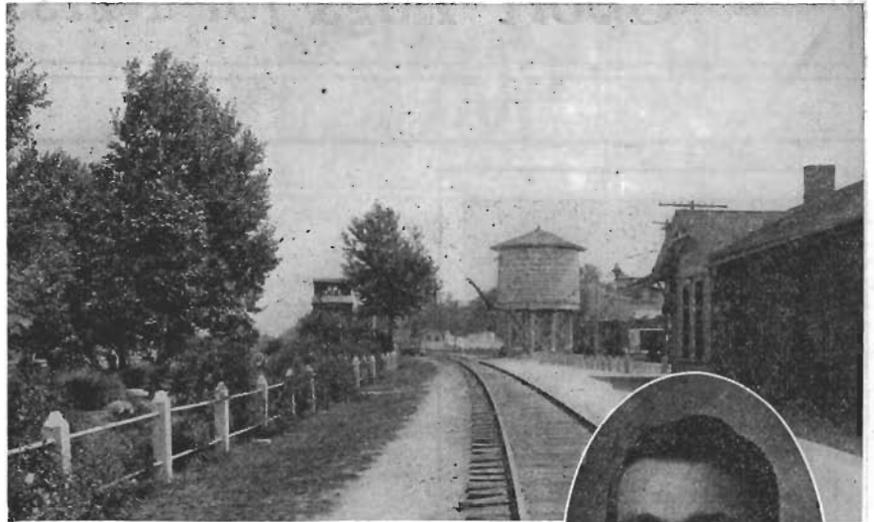
### O. G. & E.-FRISCO MEET AT ENID

Officials and employes of the Oklahoma Gas and Electric Company and Frisco Lines at Enid, Oklahoma, joined forces in a big Fellowship meeting at the Elks' Hall, Enid, on the night of April 20.

C. L. Owen of the electric company, and J. F. Ferguson, roadmaster of the Frisco Lines, presided jointly. W. J. Foley, amiable master mechanic, delivered the address of welcome, and Lincoln Beerbower, general manager of the electric company, made the response.

The gathering was addressed later by Mayor John Curr and D. D. Stull, the Mayor-Elect.

## Frisco Agent Elected Mayor of St. Marys, Mo.



View of station and park maintained by Agent Schroeder at St. Marys, Mo.



**H**ENRY SCHROEDER, agent for Frisco Lines at St. Marys, Mo., was elected mayor of that city by a handsome majority in the elections of Tuesday, April 5. He had been alderman for a year prior to his election to the mayorality, and ran for his present position on a platform of more industries and factories for St. Marys and a cleaner city.

Agent-Mayor Schroeder came to Frisco Lines in 1908 as a relief operator and on February 4, 1909, he went to St. Marys as agent-operator. He had formerly worked for the CB&Q, Missouri Pacific and Cotton Belt.

Many Frisco railroad men and thousands of passengers on Frisco trains through St. Marys have marveled at the beautiful station park. Directly across from the station, Mr. Schroeder has laid out and maintained since 1910, one of the most beautiful station parks on any American railroad. He has done the work himself, even to screening two cars of silica, building a concrete basin, digging

post holes and setting the posts, digging 570 feet of ditch and laying two-inch pipe for his water. He secured a fountain piece from the Frisco and installed it. He planted all the trees, shrubs, plants and flowers in the park, and takes a great delight in maintaining it. High water this year left about three inches of mud on Mr. Schroeder's park, but he still hopes to have a beautiful stand of flowers and grass by the middle of the summer. The park is 60 feet wide by 200 feet long and has a row of maple trees on the east side along the fence. Many different kinds of flowers, including cannas, dahlias, zinnias, petunias, caladiums, holly hocks and geraniums grow in the park.

### THE LOCAL AGENT

The real railroad agent, whether he be a handler of tickets, baggage or freight, or a combination of all three is not only a "live wire"—he represents to the great traveling and shipping public the railroad by which he is employed.

He is to the railroad what the man in the first line trenches is to the army, he is the point of contact between the company and the public.

As the manufacturer is judged by the kind of salesman he sends out so is each railroad judged by the men who represent it—the agents. The local agent is one of the most important cogs in the wheel of a railroad's progress. He is in better position to make or break his company

than perhaps any other person. He can make friends or enemies, he can get business or lose it, he can add to or subtract from the Railroad's revenue. The agent has wonderful possibilities—not only for himself but for making his road "the" road in the territory which he serves.

—Observation.

### The Obliging Vendor

An Italian who kept a fruit stand was much annoyed by possible customers who made a practice of handling the fruit and pinching it, thereby leaving it softened and often spoiled. Exasperated beyond endurance, he finally put up a sign, which read: "If you must pincha da fruit—pincha da cocoonut!"