



The TWILIGHT HOUR

A Page Just for Children

A Coming Brakeman

If beginning life with the proper environments has anything to do with shaping the career of a boy, then Billie Lee Turner should by all rights be a Frisco brakeman.

His father, W. T. Turner is a brakeman on the southern division and when Billie was eight months old he was brought to the north side yards, Springfield, where his father's run



BILLIE LEE TURNER

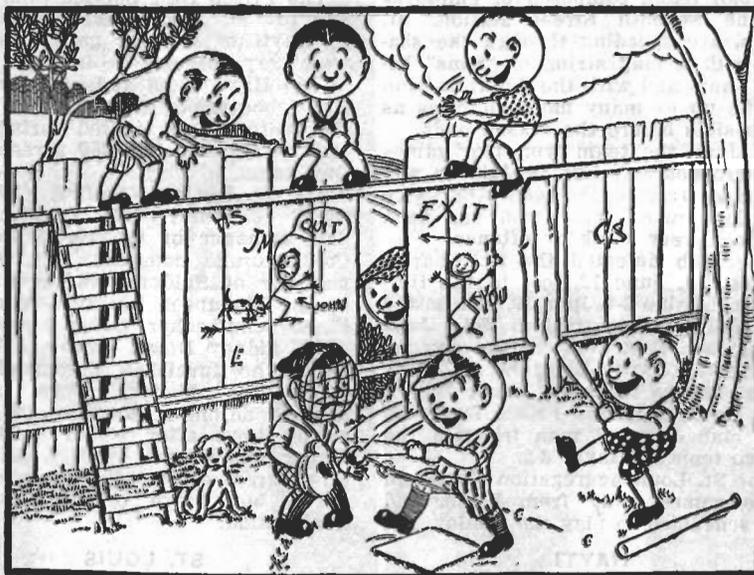
ends, and allowed to observe the work of signalling, and at eight months Billie could give the "cut off" signal.

Now, that Billie is two years old, his knowledge of railroading has increased because of the ardent training administered by his father. He gives the following signals with accuracy: "slack ahead," "high ball," "back up," "cut off any number of cars," "into clear," "stock track," "head in," "back in," "kick signal" and is learning all the track signals.

Billie knows the difference between a box, stock or oil car, and is the pride of the Springfield terminal.

He has his preference in sports also, and is an ardent rooter for the "Midgets," the Springfield ball team. He goes to Sunday School, and every Sunday morning his little voice may be heard above all his classmates singing, "Jesus Loves Me."

How many rhyming words does this picture suggest?



Dear Frisco Children:

Many letters reached the Twilight Lady in answer to the July puzzle. The two Frisco children who sent in the greatest number of rhyming words were:

- Lucille McCready, Kansas City, 14.
- Madeline Logan, Joplin, Mo., 14.
- Thelma McMahon, Summit Sta., Ft. Worth, 13.
- Herbert Davis, Amory, Miss., 12.
- Merle Low, Joplin, Mo., 10.
- Vivian Short, Belton, Mo., 10.
- Jewel Short, Newburg, Mo., 10.
- Alice Hubbard, Oklahoma City, Okla., 10.
- Dorothy Beckwith, Tulsa, Okla., 9.
- Rosalie Rosenberg, Springfield, Mo., 9.
- Bessie Derrick, Springfield, Mo., 8.

The August puzzle is going to be a good one. There are plenty of words that rhyme with "HIT", and that is the key word.

Let's see who can send the most number of rhyming words to the Twilight Lady.

*Your own
Twilight Lady*

Dorothy Jacobi is another Frisco daughter, who is interested in an art career.



DOROTHY JACOBI

her little classmates.

When she completes her eighth grade work she plans to take a course of drawing at the School of Fine Arts, Washington University, St. Louis.

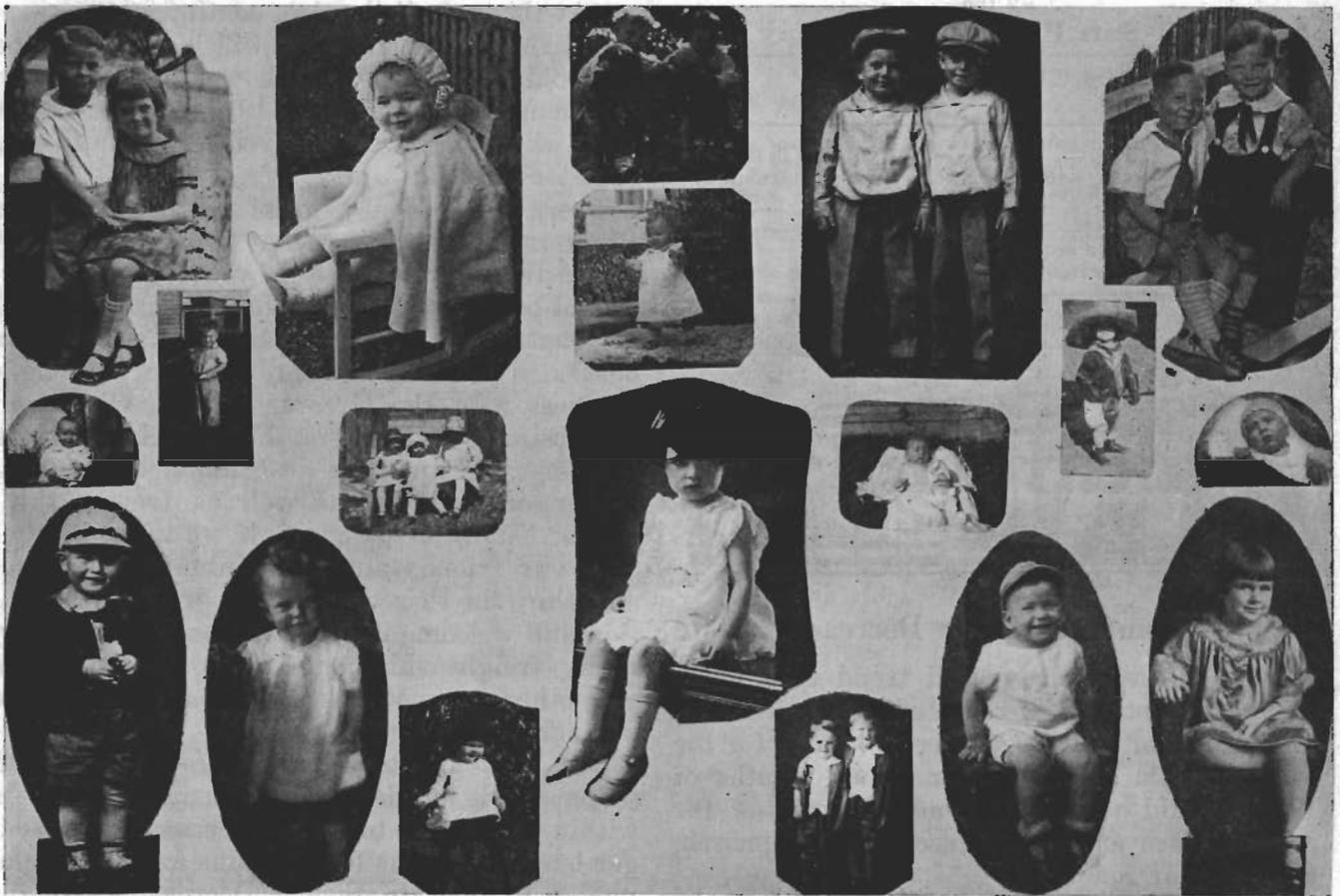
Teacher: Can anyone tell me the meaning of the word collision? No one knows? Well it is when two things come together unexpectedly; now who can give me an example?

"All right, Johnnie, what is it?"

Johnnie: Twins.

We argue most on subjects that we don't know much about.

Views and News of Our "Young America"



Top Row: Goran and Louise Campbell, son and daughter of G. C. Campbell, switchman, Hugo; Jerry Lee Dysart, nine month old son of LeRoy Dysart, supervisor train control, Springfield; Bert, age 5 and Albert age 3, sons of J. B. Melugin, brakeman, Hugo; (directly below) John Donald Fry, eleven months old, grandson of J. J. Merideth, locomotive engineer, Hugo; Roy, Jr., and Roscoe Owens, ages 6 and 5, nephews of L. L. Hope, roundhouse clerk, Hugo; Elvin, age 5 and Ferris age 2, grandsons of Wm. McBee, locomotive engineer, Hugo.

Center Row: Laretia May Ford, thirteen months old daughter of G. G. Ford, machinist, Hugo; Billy Spillman, two and a half year old son of Bert Spillman, boilermaker, Pensacola, Florida; Ruby Lee, age 6, Rosemary Lee, age 4 and Iwon Lucille Lee, age eighteen months, daughters of Grover Hilms, Newburg, Mo.; Virginia Ann Golden, age two and a half years, niece of Angeline Golden, file clerk, Springfield; Hosie, Jr., son of H. Gill, car inspector, Monett; Bill Tittle, age 2, son of H. G. Tittle, sheet metal worker, Hugo; Philip Byron, age 5 months, son of P. B. Aubrey, brakeman, Hugo.

Bottom Row: B. L. Kimbrough, Jr., age two and a half years, son of Lee Kimbrough, switchman, Hugo; Donna Marie Wallace, daughter of W. J. Wallace, conductor, Hugo; Jean Robinson, age one year, niece of L. L. Hope, roundhouse clerk, Hugo; Ben, age 4 and O. M. Jr., age 6, sons of Opie R. Little, trainmaster's clerk, Ft. Smith; David Lee Wright, age 3, son of Dave Wright, brakeman, Hugo; Ruth E. Johnson, daughter of brakeman, Clinton, Mo.

THE BUSY CHILD

By Josephine Preston Peabody

I have so many things to do,
I don't know when I shall be through.
Today I haf to watch the rain
Come sliding down the window-pane,
And I was humming all the time,
Around my head, a kind of rhyme;
And blowing softly on the glass
To see the dimness come and pass.
I made a picture, with my breath
Rubbed out to show the underneath.
I buft a city on the floor;
And then I went and was a War.
And I escaped from square to square,
That's greenest on the carpet there,
Until at last I came to Us;
But it was very dangerous;
Because if I had stepped outside,

I made believe I should have died!
And now I have the boat to mend,
And all our supper to pretend.
I am so busy, every day,
I haven't any time to play.

Thus answered the wise little tot;
"Now, don't you suppose,
That the good Lord knows,
That this little iron ain't hot?"

Exempt

John: "Teacher, can anyone be punished for something he didn't do?"
Teacher: "Why, of course not, John."
John: "That's fine, I haven't done my 'rithmetic."

AN ANSWER

She was ironing her dollie's new gown,
Maid Marion, four years old.
With her brows puckered down,
In a painstaking frown,
Under her tresses of gold.
'Twas Sunday and nurse coming in,
Exclaimed in a tone of surprise,
"Don't you know it's a sin,
Any work to begin,
On the day that the Lord sanctifies?"
Then lifting her face like a rose,

Teacher (in grammar class): Willie, tell me what it is when I say, "I love, you love, he loves—"
Willie: That's one of them triangles—where somebody gets shot.—Notre Dame Juggler.

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.

743 Frisco Building

St. Louis, Missouri

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

Single copies, 15 cents each
Outside circulation, \$1.50 per year

Vol. 4

AUGUST, 1927

No. 11

**About Passenger Decrease**

THE decidedly downward trend of railway passenger travel, reflected in statistics on this branch of railway service, compiled for the country at large for the first four months of 1927, should provide an added impetus for every Frisco employe to secure more passengers for our road.

Figures recently compiled by the Railway Age indicate that passenger business of the railways for the entire year of 1927 will be the smallest handled since 1912. The Age is not a pessimistic publication and its views may be accorded a respectful criterion by us all.

"While freight business has been larger thus far this year than last," the Age remarks, passenger business, which increased in the early months of 1926, has renewed its decline. The most marked decline occurred in the southern region. In that territory travel by rail, owing to the Florida boom and other causes, actually increased in 1925 and the early part of 1926. But the first four months of the present year shows a decline of almost 15 per cent. In the entire country, railway passenger earnings declined from \$329,290,000 to \$314,888,000."

It is interesting to note that most of the loss was in day coach travel, and that for the first time in some years there was also a loss of sleeping and parlor car business. Day coach travel declined \$12,400,000 in the first four months of the year, while sleeping and parlor

car business dropped off \$3,200,000—a total loss in passenger earnings of about \$15,600,000.

"At this rate," the Age continues, "passenger earnings for the year will show a decline of about \$50,000,000, which would make them less than in any year since 1917, and the traffic from which they were derived less than in any year since 1912."

There is a lesson of great potency to Frisco Workers in these significant facts.

The territory traversed by the greater portion of our lines is thick with motorized passenger routes, and it is a certainty that the motor busses are taking a share of our passenger business. In the Greater Traffic Campaign now being conducted on Frisco Lines, stress has been laid upon the desirability of securing passenger business, as well as freight shipments. Many of us could, if we wished, influence our friends and acquaintances to travel and ship via Frisco Lines. A word of invitation and welcome is often all that is necessary. Many freight shipments of household goods and other commodities can be secured in like manner.

Our jobs are too dear to us to see them jeopardized by decreasing business if it is within our power to help. Decreasing passenger business means fewer trains and fewer employes to operate them. Decreasing freight business means fewer cars, less mechanical work to maintain them, fewer engines and crews—and so on down the line.

Now is the time to give an extra hard pull for the Frisco Lines. **Let's all do it together!**

An Evidence of Co-operation

THE splendid achievement by which Frisco Lines succeeded in reducing the number of cars damaged during the first six months of 1927 by forty per cent, has brought many glowing compliments to the loyal workers who made the reduction possible. Operating officials are greatly pleased at the record, and the further reduction of 39.2 per cent in the cost of the damage to equipment caused many broad smiles on the faces of General Manager Fred Shaffer, Assistant General Manager Sisson and their co-workers. It is a significant tribute to the wholeheartedness with which Frisco employes undertake a requested task. For several months the campaign for a reduction in damage to equipment has gone steadily forward, and the success is highly pleasing.



Flashes of Merriment

The Right Sequence

"Love me and the world is mine," moaned a swain.

"Get it first and I will," retorted his practical "totsy."

The Gardeners

"There now, you've gone and ordered flower seeds that take two years to bloom."

"You mind your own business, Hiram, this is last year's catalogue."

Summer Troubles

"Why didn't you put this watermelon in the ice box as I told you to?"

"I did, mum."

"But it isn't cold!"

"No mum, how could it be? I had to take the ice out to get it in."

Unique Jobs

"Are you a clock watcher," asked the employer.

"No I don't like inside work," replied the applicant, "I'm a whistle listener."

Where All Trails Met

An Omaha jobbing house sold a bill of goods to a merchant in a small Iowa crossroad village. When the goods arrived the merchant refused them.

The wholesale firm prepared to institute suit for collection, and wrote to the railroad agent at the village for information about the arrival of the merchandise; to the president of the bank for information concerning the financial standing of their customer; to the mayor of the city asking him to recommend a good lawyer to handle their case; and to the merchant himself, threatening suit, if he did not make payment at once. This reply was received:

"I received your letter telling me I had better pay up.

"I am the railroad agent at the Crossings, and received the letter you wrote the agent.

"I am the president and sole owner of the local bank, and can assure you as to my financial standing.

"As the mayor of the city, I hesitate to refer you to a lawyer, since I am the only member of the bar in this vicinity.

"If I were not the pastor of the only church here, I would tell you to go to hell!"

Three Ounces?

Girl, admiring Jack's new tie: "Oh, what a cute tie. I wish I had a dress made out of that."

A New Name

Taxicab Driver: "Where do you get that 'Home James' stuff? This is a taxi—see?"

Passenger: "Pardon me, my error, Home, Jesse James."—Powergrams.

Lots of Interest

"It is said that the modern girl has no principle."

"At the same time she seems to attract a lot of interest."

My Most Embarrassing Moment

"While visiting a friend in another state, we were invited to a dance given by a school for deaf mutes. Walking up to an attractive-looking young woman I smiled, pointed to the dance floor and wiggled my fingers. She smiled, nodded and we danced for some time in absolute silence until a young fellow came up and touched her on the arm. "Time to go home, isn't it Sis?" he said. "Yes," she answered, "just as soon as I get through dancing with this dummy."

Queer

One of the two girls was glancing over a man's shoulder at a newspaper.

"I see," she said, "that Mr. So and So, the octogenarian is dead. Now, what on earth is an octogenarian, anyhow?"

"I'm sure I haven't the slightest idea," answered her friends, "but they're an awful sickly lot. You never hear of one but he's dying."

Classical

The boy violinist played at a private musical, rendering a difficult concerto which contained some particularly long rests for the soloist. During one of these intervals, a kindly dowager leaned toward the performer and whispered loudly: "Why don't you play something that you know, my boy?"

Oh!

"I've come about the job that was advertised."

"Well, can you do the work?"

"Work, I thought it was a foreman you wanted!"

Bald

A patient complained to the doctor that his hair was coming out. "Please give me something to keep it in," he said.

"Take this," said the doctor and he handed the patient a pill box.

A New Version

Many are the jars that are opened tonight,

Covered with evening dew;

Many are the kids that are howling tonight;

Many are the black flies, too.

For we're

Tenting tonight, tenting tonight,

Tenting on the old camp ground!

There's a pup in the midst of the apple pie,

And Grandmother's knickers are torn,

Oh, the back tire's flat and the gas tank's dry,

And we wish that we'd never been born!

Tenting tonight, tenting tonight,

Tenting on the old camp ground!

Oh, the girl in the car from Calumet

Is flirting with poor Uncle Will.

Oh, the canned heat's gone and the beds are wet

But we're saving a hotel bill!

For we're

Tenting tonight, tenting tonight,

Tenting on the old camp ground!

Summer Sentiment

A hungry dog went walking,
Into a butcher store.

The butcher tossed a piece of

Summer sausage on the floor.

He said "Now, doggie, eat it."

The dog said, "I decline.

For in that summer sausage,

Is an old sweetheart of mine."

Luck For Once

"Did that rabbit's foot you carry around in your pocket ever bring you any luck?"

"Sure thing. My wife got in my trousers pocket once to get something out and thought it was a mouse."

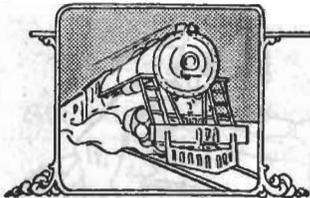
Any One of Which

"What are them?"

"Cranberries."

"Are they good to eat?"

"Sure, when they're cooked they make better applesauce than prunes."



The FRISCO MECHANIC

Published in the Interest of the
F. A. of M. C. & C. D. Employees



FIVE THOUSAND AT JOPLIN PICNIC

MEMBERS of Locals Nos. 1 and 2 of Springfield, Mo., Frisco Association, were guests to more than 5,000 Frisco men and their families on the occasion of the fifth annual picnic of the Frisco Association of Metal Crafts and Car Department Employees, given at Schiffer-decker Park, Joplin, Mo., on June 25.

Great preparations had been made for weeks to accommodate the crowd which was expected. Two special trains from Springfield, the first composed of twelve cars and the second of fourteen cars, carried 1,940 persons to the picnic grounds, while the remaining came in cars and on trains from other parts of the system.

There were guests from as far as Sherman, Texas, and from many points in Oklahoma, Kansas, Arkansas and Missouri.

The park began to hum with action early in the morning, and the general committee consisting of George W. Ellis, chairman; H. A. Pickens, secretary; Harlan Atwell, treasurer and Messrs. V. L. Johnson, Ely Sanford, Emmett Skelton, L. M. Thomas and B. W. Law were making the last minute preparations.

The park is ideally located and because of its beautifully shaded retreats, swimming pool and numerous concessions, there was some special feature for each person to enjoy. There were many concessions just for the kiddies, and one which the mothers patronized — the nursery. This was equipped with cots, cribs and beds for the children, and a trained nurse was in charge. An emergency tent in charge of two trained nurses was noticeably empty during the entire day, but ready for any call that might come from any part of the park.

Professor R. Ritchie Robertson, director of the world-famous Springfield Boy Scout Band and 106 of his band members were guests of the association and entertained the crowd throughout the day. Beside this band there was one from Joplin and one from Monett, while Burch's Frisco Orchestra from Springfield furnished music at the dancing pavillion.

Due to the late arrival of the last train from Springfield, at about 10:30, the morning program was late in starting. The crowd gathered in the huge outdoor amphitheatre where they were entertained by the Springfield Boy Scout and the Joplin bands.

When the greater part of the crowd had finally assembled, the general committee escorted Mayor James E.

Patterson of Joplin to the platform, together with G. W. Moore, assistant to superintendent motive power, and Frank Junkins, general chairman of the association.

George Ellis introduced the Mayor to the assembly and he presented the key to the city to Mr. Ellis. The key



Miss Vava McGuirk (left) of Joplin, winner of the bathing beauty contest, and Miss Wanetta Bensley, of Baxter Springs, Kansas, winner of the second prize.

was about eighteen inches long and four inches wide and tied with red, white and blue ribbon. The key will later be placed in the rooms of Locals 1 and 2 at Springfield.

Mr. Ellis accepted it in a most gracious manner and called upon G. W. Moore to make the response. Mr. Moore's address was of a highly entertaining nature. He told of many amusing incidents which had occurred on the special which brought the crowd from Springfield, and, having sighted several friends in the audience, he recalled happenings which caused the crowd to applaud loudly.

Frank Junkins, who needed no introduction to the assembly, followed, and his address dealt with the aims and purposes of the organization. "I wish to trace this organization, briefly, from its founding," he said. "Formerly each craft had separate organizations. In September of 1922

this Frisco Association was organized, which formed the crafts into one body. Since our organization, the work in the shops and at the various points on the line has gone smoother — there has been less friction, and we have 95 per cent of the men organized into our association. And let me state this, that we have one of the best contracts on any railroad in the country. Every little grievance which has come up in regard to the wage question, or seniority, has been settled most satisfactorily." He also asked that more of the men attend the night meetings of the locals and appealed to the ladies to see that they give the association their co-operation.

One subject which was suggested was that the whole system organization at some time during the summer have a system picnic. The need of this arose from the fact that visitors from the other locals came from all over the system to attend the Springfield Locals' picnic. The idea was not to dispense with this annual picnic of the Springfield group, but to start an annual picnic for the system of every local affiliated with the organization.

The plan was submitted by G. W. Moore, who gave it as a suggestion from H. L. Worman, superintendent of motive power, and those assembled were asked to give it serious thought.

Interspersed with these addresses, were selections by the Joplin and the Springfield Boy Scout Bands. When the last number had been played, the noon hour had arrived, and the crowd fled out of the amphitheatre to gather in family groups and partake of generously filled lunch baskets.

They began to circulate again at about 2:00 p. m., and more than half crowded around the place marked off for the racing events. M. L. Ryan, safety inspector, west shops, Springfield, was in charge of the events and the first one called was a boys' running race, ages 8 to 12, won by Thos. Burge of Joplin. A boys' running race, ages 12 to 16, was won by Clifford Ellis of Monett. The girls' races, one, ages 8 to 12, and a second, 12 to 16, were won by Dorothy Ray and Maxie Cox, both of Springfield. The boys' mixed race, ages up to 16, was won by Claude Lowry of Joplin.

There was a tug of war between youngsters, ages 12 to 16, which was one of the hardest fought events. A box of candy was given to the winning side.

The ladies' race, ages 18 to 30, was won by Ethel Petus of Springfield, and the men's race, same ages, was