

# HE STAYS AT POST DESPITE INJURY

## *Engineer B. M. Hammer on No. 111, July 22, Takes Train to Tulsa After Painful Accident*

WHEN passenger train No. 111 came to an easy stop just nine miles east of Tulsa, Okla., on the morning of July 22, not even the conductor of the train was aware that a near tragedy had occurred in the cab.

The air was set properly, the flagman was whistled out and the train stood for only a few moments. A few heads peered from the windows, but in a few moments the flagman was whistled in and the train moved forward and the incident was forgotten.

That is, forgotten until B. M. Hammer, the engineer, was lifted from his cab and placed carefully in an ambulance at Tulsa and hurried to the Morningside Hospital.

It remained for the fireman, Joe Dew, to tell those who gathered around the cab and who saw the ambulance whisk Engineer Hammer away, just what happened.

"We were coming along into Tulsa at about fifty to fifty-five miles an hour and going through Rice, Okla. We were starting down a little incline, and I knew that Engineer Hammer would drift down the hill, and cushion his engine with steam, letting the reverse lever in at about a thirty or forty per cent stroke. Of course, I wasn't watching him, and the first thing I knew, he had set the air and the train was coming to a stop. He whistled the flagman out, and when I looked over, he motioned and hollered for me to come and help him. You know, the reverse lever works as a direction stick and also works on notches and there was no mechanical defect or poor handling by the engineer, but the reverse lever had slipped over too many notches and it had gone into the corner and caught his foot and pressed it against the hot boiler head. He was hanging onto it and together we pulled it off his foot. I asked him if he could take the train on in, for I could tell he was suffering great pain, but he motioned me aside and we proceeded to Tulsa."

An examination at the hospital showed that Engineer Hammer's foot was broken at the ankle joint, and today, as he sits convalescing on the front porch of his rooming house, his regret is the same as it was on the day of the accident, that he brought train No. 111 into the Tulsa terminal ten minutes late.

The incident is typical of the loyalty and utter disregard for self that is predominant in the Frisco engineers of today, who have served so many years, and who realize that they

are responsible for the lives of hundreds.

Engineer Hammer is 59 years old and has been a Frisco engineer since 1902. He holds seniority on the northern division. He works as extra passenger engineer out of Fort Scott, Kans., and had just taken No. 111's run, relieving the regular engineer,



B. M. HAMMER

when the accident occurred.

"It's mighty hard to have to sit, day after day, with my left foot propped up on a footstool. But the doctor's orders were to stay off of it, and he's the boss right now. No, it doesn't pain much, except there are two long gashes on either side of my ankle, one made by the reverse lever and the other by contact with the boiler head, and this plaster paris cast scratches either side and sometimes I'm pretty miserable. But that's nothing. You know No. 111 is one of our fastest trains and I tried mighty hard to bring her in on time. I only regret the ten-minute delay in the terminal."

And then Engineer Hammer got to talking about the job of being an engineer and some of the hazards.

"Why, let me tell you," he said, as he leaned forward in his chair. "If the average engineer drove his train like the average motorist runs his car, there would be thousands of wrecks a day. The motorist does not realize the chance he is taking, not alone for the occupants of his car, but he runs a good chance of wrecking a train.

"The traveling public places so much trust in an engineer. When they board a train, do you think they say: 'Is Jim Smith pulling us today? Is he crazy? Is he drunk?' They do not. They just get on the train and have an enjoyable, comfortable trip, and let the engineer do all the worrying. And the engineer knows his re-

sponsibility. I don't see that bringing that train into the station with a broken ankle was heroic. When the lever caught my foot, I was never even jerked from my seat and although I was suffering, I just figured I would suffer as much sitting in a seat in the train, waiting for us to arrive in Tulsa, as I would driving the train in. I really think I felt less pain because my mind was occupied."

According to the doctor, it will be three weeks before Engineer Hammer can again pull a throttle, and since this is his first serious accident in his entire railroad career, he is taking his confinement in the same stoic manner as he did his accident, and keeping his foot off the ground. He occasionally uses his crutches and spends some time each day in the office of the agent at Fort Scott, and he mentally tears a day from the calendar which brings him one day nearer the time when he will gaze on the bulletin board and see his name bulletined for service wherever he may be needed.

### HARRISON WILL PROMOTED

Announcement of the appointment of Mr. Harrison Will, widely-known St. Louis railway man, to the position of division passenger agent for the St. Louis territory of Frisco Lines was made August 1 by Mr. J. N. Cornatzer, passenger traffic manager. Will succeeds Richard C. Gentry, who resigned August 1.

The Frisco's new division passenger agent is retiring president of the City Passenger Agents' Association and was one of the organizers of the National Association of City Passenger Agents in 1921. He is a native St. Louisan. His first railroad work was with the Cotton Belt as a clerk in the freight claim department and he later was employed in the accounting department of the Wabash and as a rate clerk with the Missouri Pacific.

Will joined the Frisco organization in 1913 as an agents' account clerk and left in 1918 to enlist in the U. S. Navy. After the armistice he returned to the Frisco as train auditor, a position he held until June, 1921, when he was appointed city passenger agent. He held the position of city passenger agent until his promotion to division passenger agent.

Subsequent appointments include the following: J. E. Payne became senior city passenger agent, F. W. Dunard promoted from depot passenger agent to city passenger agent, Robt. L. Cale promoted from train auditor to depot passenger agent.

# WATERMELON CROP FETED AT HOPE, ARK.

*Twenty Thousand Attend Annual Celebration of Melon Crop, August 9  
—Frisco's Float Featured in Parade*

**F**RISCO employes, members of their families, and Frisco officials took a prominent part in the second annual watermelon festival of Southwest Arkansas, held August 9, at Hope, Ark., under the auspices of the Hope Chamber of Commerce, and attended by approximately 20,000 persons. The Frisco float was one of the features of the long parade.

Highlights of the celebration were the dedication of the new \$100,000 municipal building, which took place in the morning; the parade, including 75 floats and 14 bands, which started at 1:30 o'clock, traversed the downtown region of Hope and then proceeded to Fair Park, where the remainder of the program was held; a coronation pageant, where the queen of the festival was crowned and enthroned; the watermelon feast; a baseball game and a street dance. The pageant and the watermelon feast were held at the park in the afternoon and the street dance at Hope that night.

The Frisco float had fifth place in the parade and attracted wide attention and much favorable comment.

The Frisco officials registered at the headquarters of the Hope Chamber of Commerce, in the new municipal building. W. H. Pigg, secretary of the Hope Chamber of Commerce, expressed his personal appreciation and thanks on behalf of the Hope Chamber of Commerce for the part the Frisco had taken in furnishing the float and for the

number of out-of-town representatives of the Frisco in attendance.

One of the unique incidents of the day was the serving by Miss Annabel Howe, Frisco telegraph operator at Hope, of slices of watermelon to all passengers leaving and arriving on Frisco passenger trains. Virtually every town and city within a hundred miles of Hope was represented at the festival.

The auditorium of the new municipal building was packed a half hour before the dedicatory program began at about 10 o'clock. The address of welcome was by former Mayor John P. Vesev. The response was by former Governor T. C. McRae, of Prescott, Ark., who paid tribute to the progressiveness of Hope and the Hope Chamber of Commerce. E. F. McFadden, a director of the Hope Chamber of Commerce, introduced Congressman Tilman B. Parks, who delivered the dedicatory address and formally presented the beautiful building to the city. Acceptance of the structure was voiced by W. Y. Foster, of Hope.

Following the dedication a band concert was held downtown. At 1:30 o'clock the parade started.

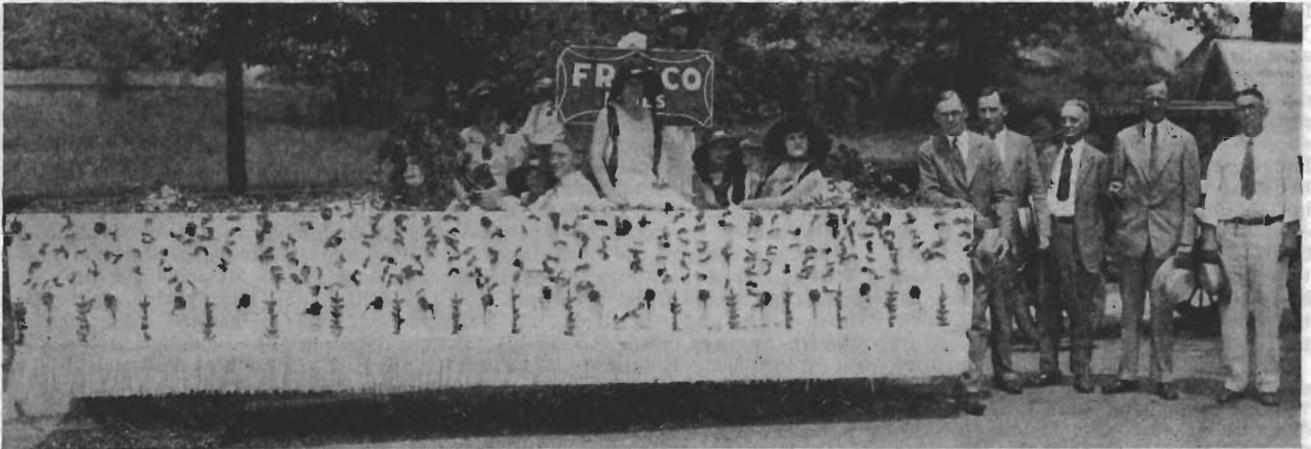
The coronation pageant was a striking one. Miss Bonnie Middlebrooks, of Patmos, Ark., queen of the festival, was crowned and enthroned by Congressman O. T. Wingo, who also made the coronation address. A program by the queen's entertainers followed and next the watermelon feast took place.

The baseball game and the street dance ended the program.

The Frisco officials who attended the festival were: F. R. Newman, division passenger agent, Joplin, Mo.; L. C. Beasley, assistant superintendent, Hugo, Okla.; J. G. Weaver, division freight agent, Ft. Smith, Ark.; C. B. Michelson, supervisor farm marketing, St. Louis; G. O. Gilbert, agricultural agent, Talihina, Okla.; L. M. Harsha, roadmaster, Hugo, Okla.; J. W. Morrill, accident prevention agent; J. D. Heyburn, master mechanic, Ft. Smith, Ark., and J. H. Livingston, milk traffic agent, St. Louis.

The idea of an annual watermelon festival, which was launched last year with conspicuous success, originated with officials of the Hope Chamber of Commerce, the purpose being to stimulate the development of the watermelon industry and to advertise to the world the quality of Hempstead county watermelons, thus creating a greater demand and a better market.

The festival has the unified and enthusiastic support of individuals and various civic organizations of the community, including the Chamber of Commerce, the City Council, the Rotary club, the Business and Professional Women's club, and the Parent-Teachers' associations. The work of preparation is done through committees, and several weeks of intensive effort is necessary to make everything ready for this event.



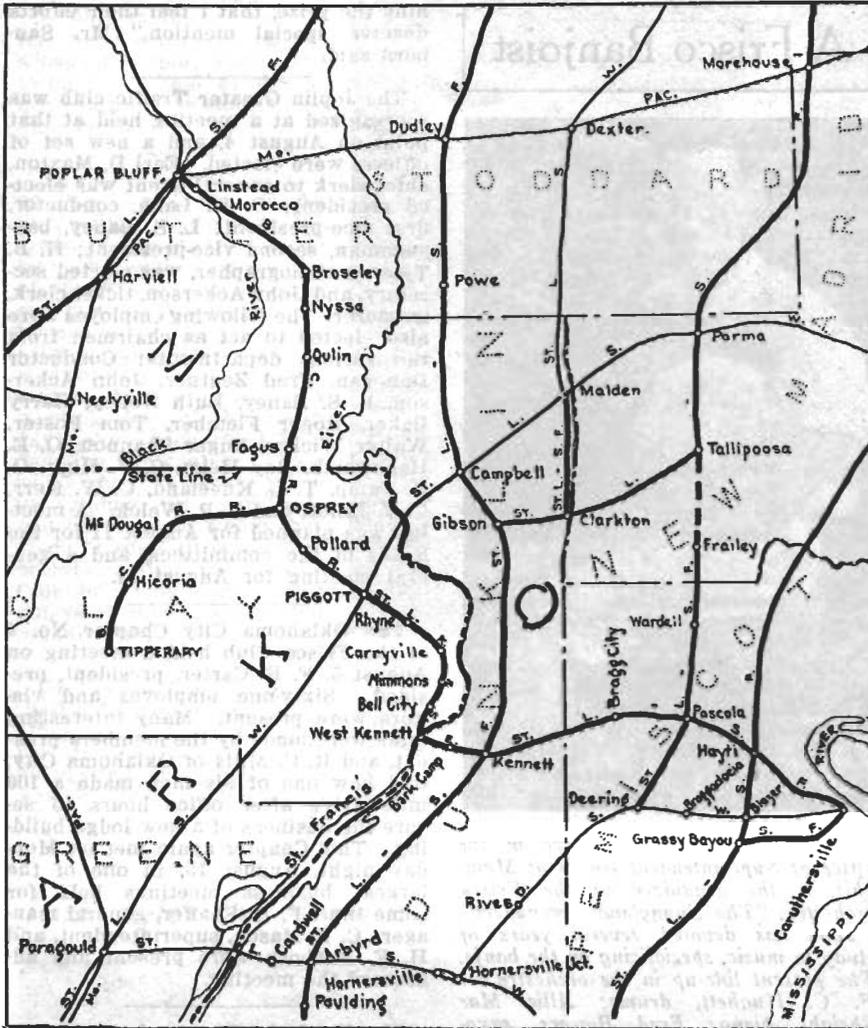
*This Frisco float was one of the most attractive in the parade at the second annual Watermelon Festival of Southwest Arkansas, held at Hope, Ark., August 9. The float was designed by Mrs. J. H. Turner, wife of the Frisco agent at Hope.*

*In the float are: George Dodson, cashier at Hope; Mrs. Detherage, wife of fireman Detherage, her daughter, Rosie May Detherage; Misses Louise and Lucine Turner, daughters of J. H. Turner, agent at Hope; Mrs. W. W. Hughes, wife of an engineer, and the Misses Lucille and Zethie Keith, daughters of a Hope merchant.*

*Standing beside the float, from left to right are: F. R. Newman, division passenger agent, Joplin; C. B. Michelson, supervisor farm marketing, St. Louis; J. H. Livingston, milk traffic agent, St. Louis; J. G. Weaver, division freight agent, Ft. Smith, and J. H. Turner, agent, Hope.*

# Frisco Acquires Two New Roads Thru I. C. C. Approval, Aug. 15

*Butler County and St. Louis, Kennett and Southeastern Railroads Add 67 Miles to Frisco Total*



The map above shows accurately the two new railroad acquisitions made August 15 by the Frisco Lines with the approval of the Interstate Commerce Commission. The Butler County railroad, it will be noted, extends from Poplar Bluff in a general southeasterly direction to Piggott, Ark., with a branch line of nine miles from Osprey, Ark., to Tipperary, Ark. At Piggott the Butler County railroad joins the St. Louis, Kennett and Southeastern at its northern terminus. The latter road extends from Piggott southeast to Kennett where it connects with the Frisco Lines. The Butler County railroad has forty-one miles of main line track, with a nine-mile branch from Osprey to Tipperary. The St. Louis, Kennett and Southeastern is seventeen miles in length.

**T**HE St. Louis-San Francisco Railway company was authorized by the Interstate Commerce Commission on August 15 to acquire through the purchase of capital stock of each, control of the St. Louis, Kennett and Southeastern and the Butler County railroad companies.

These purchases give the Frisco railway sixty-seven miles of new line on the river division, connecting Poplar Bluff and Kennett, Mo., via Piggott, Ark.

The St. Louis, Kennett and South-

eastern extends from Kennett, northwesterly to Piggott, 17 miles, and the Butler County railroad extends in the same general direction from Piggott to Poplar Bluff, a distance of 41 miles, with a nine-mile branch from Osprey, Ark., to Tipperary, Ark.

Benefits which accrue to the shipping and the traveling public by reason of the acquisition by the Frisco of the St. Louis, Kennett and Southeastern, as specified in a brief filed by the Frisco with the Interstate Commerce Commission July 27, are:

## MERIT CUP AWARDS

Keen rivalry which is characterizing the quarterly accident prevention contests for the two merit cups placed this spring in competition by President J. M. Kurn, one cup for transportation and maintenance-of-way employees, and the other cup for mechanical department employees, resulted in the second quarter of 1927 in River division transportation and maintenance-of-way employees wresting the cup from Southern division, and in Central division mechanical department employees retaining the cup for another quarter.

The cups, which are of silver and suitably engraved, were presented this spring by President Kurn, one cup to F. H. Shaffer, Springfield, general manager, and the other cup to H. L. Worman, Springfield, superintendent of motive power, for rotation quarterly in the two contests. H. W. Hudgen, St. Louis, director accident prevention, has supervision of the contests. Awarding of the cups is based on casualties per 1,000 man-hours worked.

For the second quarter of 1927, in the contest by transportation and maintenance-of-way employees, River division scored .030, the best record for the quarter made by these classifications of employees. Eastern division was second with the score of .038; Memphis terminal, third, .039. Next in their order were Western, Northern, Central, Birmingham terminal, Kansas City terminal, Texas Lines, Southern Division, Southwestern division, Tulsa terminal, St. Louis terminal and Springfield terminal.

For the second quarter of 1927, in the contest by mechanical department employees, Central division scored .057, the best record for the quarter made by this classification of employees. Southwestern division was second with the score of .073; Northern division, third, .083. Next in their order were Southern, River, Eastern, Western, Springfield west shops, Springfield north shops, Springfield reclamation plant and Texas Lines.

Additional trade territory will be available to the jobbers of Poplar Bluff; there will be a reduction in rates from Memphis, with expedited service on account of substituting single for two or three line hauls and saving costly transfers; passenger fares will be reduced ten per cent; the traveling public will be benefited through use of one station at junction points instead of two, avoiding the necessity for repurchase of tickets and saving the cost and inconvenience of transfer between stations.

The Butler County railroad was organized in 1907. It was built at first to transport logs from a large section of land owned by the Great Western Land Company to the mill at Poplar Bluff. Later, passenger service was included and the tracks were improved. The railroad now has some of the best track and roadbed in that part of Missouri and Arkansas.

# NEWS of the FRISCO CLUBS

VACATION time failed to leave a mark in the attendance of the Frisco Girl Club members of the general offices at St. Louis, who held their third luncheon at the Jefferson Hotel at 12:00 noon on August 17. A total of 170 were present.

An interesting program was presented. The Club had as special guests S. S. Butler, freight traffic manager, E. H. Bunnell, comptroller and Harrison Will, division passenger agent. Both Mr. Butler and Mr. Bunnell addressed the girls, complimenting them on their organization and their enthusiasm in Frisco solicitation. As a special favor the girls of the Club were presented with a fan, donated by the Statler Hotel.

The entertainment part of the program was furnished by George Ravold, well known vocalist of St. Louis, and a friend of Mr. Butler. He gave a varied program of songs and musical monologues which greatly delighted the members of the club.

Bert Baumgartner, of the passenger traffic department, well known in radio circles by his piano selections broadcast over KMOX, St. Louis, presented a group of delightful piano selections and also acted as accompanist for Mr. Ravold. At this writing plans are underway for the Frisco girls to take the afternoon boat trip on the Steamer St. Paul on the afternoon of August 27. Members of the club have been engaged in forming social clubs within the organization, the most popular one for the summer months having been the swimming club.

Miss Helen McHale, of the office of the auditor passenger accounts department, was elected chairman of this club. She called all those interested in this sport together, and it was decided that members of the club meet at the Coliseum Pool, Washington Avenue each Friday evening promptly after 5:00 p. m. Several meetings have been held.

The choral club, under the direction of Miss Alice Cook has had a number of rehearsals and is planning on obtaining the services of a professional instructor. The club meets once a week and so far has led the community songs at the club's monthly meetings.

Thirty girls met on the night of August 10 to talk over the formation of a bowling club. This club promises to be one of the leading ones during the coming winter months.

"In addition to the awarding of the fountain pen prizes to those employes from each division who had secured the greatest number of traffic tips, special mention should be given to the following men who turned in the greatest number from each terminal,"

## A Frisco Banjoist



*John Evans, Frisco employe in the office of Superintendent Butler at Memphis, is the organizer of the Frisco orchestra, "The Sunnyland Serenaders".*

*John has devoted several years of study to music, specializing on the banjo. The present line-up in the orchestra is: F. C. Hughett, drums; Allie Mae Speight, piano; Fred Bowers, saxophone; Robert Hudgens, saxophone and clarinet; John Walsh and Everett Hansen, violin, and John Evans, banjo.*

*This orchestra has created quite a sensation over the radio—station WMC. They made their official debut the night of August 11, when they gave an entertainment and dance at the College Inn, Memphis, Tenn.*

writes H. F. Sanborn, assistant to vice-president and in charge of the traffic club organizations.

The employes who won prizes are: A. B. Sherwood of the telegraph department, Springfield; M. Calvert, switchman, Wichita; Miss Cammie Adkins, abstract clerk freight office, Birmingham; N. L. Law, clerk freight office, Ft. Worth; Ed Cunningham, clerk freight office, Kansas City.

E. A. McKnight, warehouse foreman, Ft. Smith; H. E. Sigler, conductor, Wichita; and J. W. Thomas, conductor, Neodesha, came so close to win-

ning the prize, that I feel their efforts deserve special mention," Mr. Sanborn said.

The Joplin Greater Traffic club was reorganized at a meeting held at that point on August 4, and a new set of officers were elected. Earl D. Maxton, chief clerk to general agent was elected president; O. H. Lane, conductor, first vice-president; L. S. Baney, baggageman, second vice-president; H. B. Tyler, a stenographer, was elected secretary, and John Ackerson, ticket clerk, treasurer. The following employes were also elected to act as chairmen from the various departments: Conductor Dunegan, Fred Zentner, John Ackerson, L. S. Baney, Ruth Kelley, Harry Baker, Roger Fletcher, Tom Foster, Walter Wicker, Edgar Shannon, O. E. Hackworth, Roy Helm, C. V. High, O. R. Camp, T. L. Kneeland, C. W. Kerr, C. V. Elliott and C. R. Welch. A meeting was planned for August 11 for the heads of the committees, and a general meeting for August 18.

The Oklahoma City Chapter No. 4 of the Frisco Club held a meeting on August 5. F. E. Carter, president, presided. Sixty-one employes and visitors were present. Many interesting talks were made by the members present, and R. C. Mills of Oklahoma City, told how one of his men made a 100 mile drive after office hours to secure the business of a new lodge building. This Chapter again met on Monday night, August 15, in one of the largest business meetings held for some time. F. H. Shaffer, general manager; C. T. Mason, superintendent, and H. F. Sanborn were present and addressed the meeting.

The Neodesha Chapter held a meeting on Monday night, August 8, which was attended by members of the various crafts. Practically the entire time was taken up with a discussion of ways and means of securing more business. E. E. Carter, assistant superintendent, and H. E. Morris, assistant general freight agent, both addressed the meeting. A picnic was planned for a late week in August and a committee appointed to secure a location.

The Memphis Chapter held its first dance and entertainment at the College Inn, Memphis, on the night of August 11. Music was furnished by the "Sunnyland Serenaders." Representatives from practically every department were present, and a crowd of approximately 250 couples danced until a late hour. This first entertainment was such a success, plans are under way for a second one within a short time.

A meeting of the Ft. Scott Chapter was held on July 13 at 2:30 p. m., with an attendance of approximately twenty men. Practically every man present made a report on his activities for the past month, and gave C. O. McCain, general agent, names of prospective Frisco shippers.

A motion was made that the entertainment committee make arrangements for a basket supper, dance, and swim, to be held within the near future, the date to be announced.

The Clinton Chapter met on July 17 at 2:30 p. m. An interesting discussion followed of the progress made by each member. The wives of the Frisco men at Clinton met on August 10 and formed an auxiliary to the Clinton Chapter. Mrs. C. E. Hunter of that city was elected first president. A meeting time of the Saturday before each third Sunday was designated. These women hope to arouse interest among the merchants and people with whom they trade in the city of Clinton, besides aiding the Traffic Club in giving dinners and affairs of importance to that organization.

On the evening of July 20, the Enid Chapter met in the office of S. J. Frazier, superintendent, where a very interesting business meeting was conducted under the

guidance of J. J. Bernard, president of the organization. H. C. Conley, assistant general freight agent, Oklahoma

City; H. E. Morris, assistant general freight and passenger agent at Wichita and S. J. Frazier, superintendent, made interesting addresses and about twenty of the employees responded with short talks.

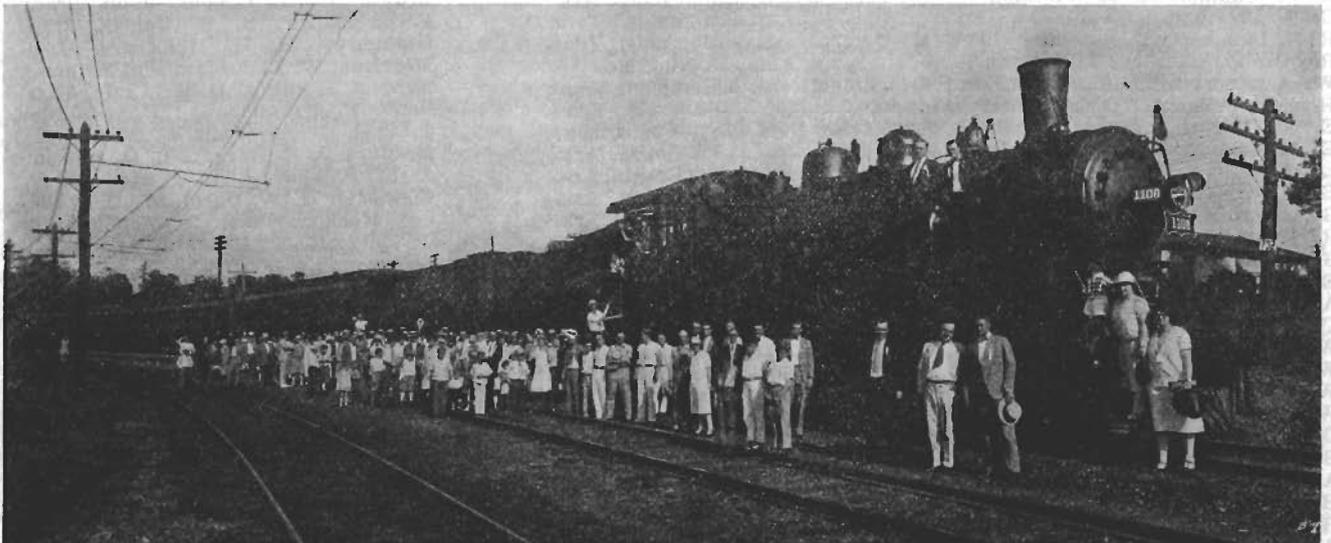


*Irene Nufer, left, and Leona Jones, right, both employed at Seventh Street Station, St. Louis, and both members of the Frisco Girls' Club, have been studying dancing for a number of years, and have appeared at several of the leading theatres in St. Louis at various times. They entertained the Club members at the noon meeting on July 20.*

The Magic City Club of Tulsa staged a noon barbecue and picnic at Wela Park, Sunday, July 24, which was attended by more than 1,000 employees and their families. A special train was operated to the Park, leaving Tulsa at 6:30 a. m. and arriving at the Park at 11:15 a. m. The afternoon was given over to dancing, swimming, wrestling and various games, and the train carried the happy, but tired crowd home at 6:00 p. m., arriving at Tulsa at 10 p. m. A great deal of the credit for the great success of the affair is due Fay Warren, president of the club and assistant yardmaster at that point. Special mention is also given Phil Atkinson, secretary of the club who had a great deal to do with the success of the outing.

The Ft. Scott Chapter has planned a meeting for August 16, and the Wichita Chapter for August 17. H. F. Sanborn has planned to attend both meetings and assist with the program at each point.

## *Just After the Birmingham Employes' Special Arrived at West Lake Park*



*A photograph of some of the crowd which attended the picnic for Birmingham employes at West Lake Park, July 19, held in the interest of the Greater Traffic Club of that city. Four hundred and fifty employes and their families attended.*