

PAYMASTER IN SERVICE 46 YEARS

MANY employes on the Frisco railroad proper have never met Paymaster F. W. Young, of St. Louis, Mo., who will celebrate his forty-sixth year of continuous service on March 10, 1928, but there are few who do not know and welcome his signature which has appeared on pay and time drafts totaling more than a billion and a half dollars during his entire service. He is a native St. Louisan, born June 16, 1868, at Thirtieth and Washington Avenues, then a residential section of St. Louis, but now well "down town."

The paymaster of Frisco Lines began as office boy on March 10, 1882, under Mr. Alexander Douglas, then auditor. On July 15, 1882, he transferred to the ticket accounting department, where he remained until July 15, 1885. It was then he came to the cashier's and paymaster's office, as a clerk. There was no position in St. Louis, such as Mr. F. H. Hamilton now holds, that of vice-president, secretary and treasurer, as many of the executive offices were located in New York. Mr. Young succeeded Mr. Alexander Graydon as cashier and paymaster, January, 1897.

"In 1882, when I began my service, there were less than 1,000 miles of track. The line extended from Pacific, Mo., to Vinita, Okla.; Plymouth, (now Monett), Mo., to Winslow, Ark.; Peirce City, Mo., to Wichita; Oronogo Junction, Mo., to Joplin, Mo., and Joplin to Girard, Kans. The Frisco ran into St. Louis over the Missouri Pacific tracks from Pacific, Mo." Mr. Young told the *Frisco Magazine*.

"Prior to 1891, a pay car was operated monthly over the old Frisco system and all employes outside of the St. Louis general offices received pay drafts payable to themselves or bearer. After that time the drafts were made payable to

Billion and a Half Dollars in Employes' Salaries Paid Out by F. W. Young



F. W. YOUNG

The map shown below represents Frisco Lines in 1879, when the road had less than 1,000 miles. The map is the property of Paymaster Young.



LIST OF OFFICERS:

JAMES D. FISK, President, New York.
 JAMES BAKER, Vice-President, St. Louis.
 CALVIN LITTLEFIELD, Secy, St. Louis.
 C. W. ROBERTS, General Manager, St. Louis.
 W. S. HANNA, Auditor, St. Louis.

ALEX. GRAYDON, Cashier, St. Louis.
 S. F. RANDOLPH, Paymaster, St. Louis.
 W. H. COFFIN, Local Commissioner, St. Louis.
 D. WILHART, District Passenger Agent, St. Louis.
 T. E. CARRISTY, General Freight Agent, St. Louis.

JAMES DYE, Chief Engineer, Springfield, Mo.
 E. SHARPEY, Master Mechanic, Springfield, Mo.
 D. H. STIGOLD, Asst. Supt., Springfield, Mo.
 W. D. LITTLEFIELD, Supt. District, Springfield, Mo.
 E. O. BOMBAUER, Div. Supt., Carthage, Mo.

1879

the order of the employes and were delivered through the agents. No doubt many old timers remember the old pay car, which was not much larger than a small ca-boose and was used by Mr. Seymour F. Randolph, former paymaster. The car would be stopped at every bridge and section gang on the road, and employes would receive their pay. That pay car looked as good to them as any marble-slabb'd bank does today.

"The general office employes at St. Louis were formerly paid in cash. They would line up before the cashier's window from 10:00 a. m. to noon. When the K. C. F. S. & M. and the K. C. M. & B. were taken over in 1901, a pay car was operated between Memphis and Birmingham and the colored employes were paid in cash. During the Spanish-American war a few cash payments were made to employes at the Chouteau Avenue roundhouse, St. Louis.

"Our most trying times came when we attempted to handle the back pay money. The government authorized us to pay back wages covering the period January to July, 1918, retroactive to January and covering a period of seven months.

"We tried to locate some of our boys in France, with back pay drafts, which we thought might come in handy. Some of them we located without any trouble, and others we could not find. Some of the boys who received and cashed their drafts, say that they received a hat full of French bills."

During Mr. Young's service, the company offices in St. Louis have been moved six times. They were in the old Temple Building, Broadway and Walnut, then in the Roe Building, Broadway and Pine; then in the Century Building, Ninth and Olive; then in the Commercial Building, (Now turn to Page 20, please)

NEW YORK OFFICE, DREXEL BUILDING, No. 3 Broad Street.

GENERAL OFFICES, TEMPLE BUILDING, ST. LOUIS.

RETIRED ENGINEER RECALLS OLD DAYS

ON February 12, 1928, Mr. and Mrs. J. S. Hart of 1220 Summit Avenue, Springfield, Mo., celebrated their fiftieth wedding anniversary. And along with the fifty years of wedded life, thirty-nine years and one month of the time Mr. Hart served as a Frisco engineer, with Mrs. Hart faithfully sharing the hardships of early railroading life, and enjoying the comforts which were added later to their lot in life.

They were elaborately entertained at Eagles' Hall, on the night of February 12, by the Springfield Chapter of the Grand International Association of Engineers.

Mr. Hart began his railroad service in August, 1881, in the Frisco car department, at Springfield. He then went with the bridge gang, building false work before the track was laid from Winslow to Van Buren, Ark. Returning to Springfield he went on the road as a brakeman, running between Springfield and Newburg, Mo. From this position he transferred to that of fireman, and was promoted to the position of freight engineer June 7, 1887. His promotion to passenger engineer came in 1897. He was retired in 1922.

Both Mr. and Mrs. Hart were born in Cole County, Ill., and were married at Mattoon, Ill., in 1878.

"I can remember well that wedding ceremony," Mrs. Hart said. "You know, in 1878, there were not many paved roads. I recall that Mr. Hart brought two horses, and after the wedding ceremony had been performed in the old home in which I was born I put on my riding habit and we mounted our horses to proceed to the home of Mr. Hart's uncle. The distance was too great to make that night, so we stopped half way at the home of one of my girl friends, where we had our wedding reception."

Mr. Hart recalls vividly railroading forty years ago and compared it with railroading today.

"I noticed in a recent interview with Mr. Kurn where he mentioned that seventy miles of track, between Afton and Tulsa, Okla., would be replaced soon with 110-pound rail. When I used to run an engine over that same stretch of track, we had 56-pound rail under our engine wheels. There was not even so much as a small village where the thriving city of Tulsa now stands. There was, however, across from the little depot, a half-way hotel run by an Indian. We got our water for the engines out of the river at

J. S. Hart and His Wife Celebrate Their Golden Wedding Anniversary



MR. AND MRS. J. S. HART

Tulsa and it was so muddy we could hardly use it. The accommodations were so bad at Tulsa that we used to go on over to Red Fork where the Frisco had an old caboose fitted up with a cook stove. We used to buy potatoes, bread and meat and cook it ourselves.

"But we had lots of fun with it all. It was pioneer railroading, and as we didn't know any better way of doing it, we just buckled down, joined hands like brothers, and did the work. Hours were long, pay was not so good, but we loved the work.

"That was a great stock country at that time and we handled many train loads of stock to the market. Over that 56-pound rail and with those little engines we were required to come in from Red Fork to Springfield in six hours."

He laughed heartily when he recalled a certain incident of early railroading. "Our mixed passenger train coming in from the west was run on very slow schedule. In fact, it was so slow that we used to sit on the pilot with a shot gun and shoot quail and rabbits. When we hit our game we wouldn't have to stop the train to pick it up, we would just run and get it and hop back on again. In comparison with our fast schedules of today that sounds ridiculous.

"We'd go for miles without seeing

a house. Later, just like the snap of your finger, the towns began to spring up! It seemed nothing short of miraculous. Tulsa with its sky-scrapers seems incredible, for I have recollections of a rolling plain with numerous prairie chickens and rabbits running about, where the city now stands."

Mr. Hart recalls pioneer days in Springfield, when North Springfield and South Springfield, were distinct towns and blackberry patches were numerous between. "I was sitting in front of the old Jackson House on Commercial Street, North Springfield, one day—and you know the old Frisco depot was down that street, just at the end of Benton Avenue, and one of the women guests of the hotel came out and asked me if I'd mind going across the way and cutting her a snuff stick. The weeds and brush was as high as my head, so the request was easily filled."

Mr. Hart could not stress enough two marvels of railroading, the air brake and the automatic train control. He drove engines before either of these devices were known in railroading, and he remarked that the feeling of confidence which they give the engineer can not be described. Mr. Hart's first engine was old 71, known as the Baldwin consolidated, and now numbered in the 2700 series. During his last years of service he operated a 4100 class engine.

The Harts have attended three reunions of the Frisco Veteran Employees' Association. "We never wish to miss one as long as we live," remarked Mrs. Hart. "At the last one I talked to our president and thanked him for the many favors extended to the pensioned Frisco employes—our passes and pensions and hospital permits—and I told him what a wonderful thing it was, and in return he told me all he wanted was for the pensioners to take advantage of those privileges."

A married daughter, Mrs. H. M. Beckham, resides in San Francisco, Cal., and is the only daughter of the Hart's. For some time they resided with her, but their many friends in and around Springfield brought them back.

"We've had a wonderfully happy life together," Mr. Hart said, "and we hope that we may live many more years to sing the praises of the good old Frisco Lines."

Vagrant winds blow the chaff, but the silt is undisturbed.

RAPID RAIL-LAYING FOR NEW PLANT



Texas Lines Forces Complete Track for Montgomery Ward at Ft. Worth in Record Time

ABOVE: At this point, approximately 900 feet from the main line passing track from which the Montgomery Ward & Company main lead originates, the single track branches into three, all curving to the site of the large building under construction, which will be to the left of the spacious low building in the background, which is the present home of the company's retail store. AT RIGHT: The main lead has branched from the main line passing track (foreground) and is seen extended to near the center background where the lead curves to the left. LOWER RIGHT: Switch (right center) of main lead of spur track on main line passing track. The main lead of spur track is seen (left background) curving away from main line.



THE promptness with which the Texas Lines of the Frisco recently built three spur tracks into the Fort Worth premises of Montgomery Ward & Company, where this concern is erecting an eight-story building to cost approximately \$2,000,000 and scheduled to be opened next October, has evoked the appreciation of General Manager Halbower and Engineer McCaulley, both of Montgomery Ward & Company, expressed to G. L. Oliver, Fort Worth, traffic manager of the Texas Lines.

From the beginning of the lead of the spur at the passing track at the main line to where the lead divides into three spur tracks is approximately 900 feet. Montgomery Ward & Company made application for the spur tracks December 15. T. E. Bliss, Fort Worth, division engineer for the Texas Lines, prepared the proposed layout and estimate of cost, December 20. The contract was prepared by J. B. Hilton, St. Louis, industrial commissioner, Frisco Lines, and was approved January 5. The next day, work on the spur tracks began, material for the track previously having been assembled on the ground. The tracks practically were completed at the time the accompanying pictures were taken, about January 30.

Ground for the building was broken January 16, while the spur tracks were being constructed. The building will be eight stories high, 360 feet long and 220 feet wide and will contain the floor space of 550,000 square feet.

Construction of this building will require, it is estimated, 60,000 barrels of cement of 400 pounds a barrel, a total weight of 12,000 tons, or 600 carloads; 60,000 tons of sand and gravel; 2,000 tons of steel and 500,000 feet of lumber for form work. All the cement, sand and gravel, lumber and most of the steel is being purchased from Fort Worth firms. Thomas S. Byrne, Fort Worth, is the contractor for the structure.

The retail department will be moved into the new home as soon as it is completed. The formal opening is planned for not later than October 13. The mail order department will remain in its present quarters in the old Chevrolet plant until around January 1. There are 33,000 separate items in the complete stock.

The payroll of the employees in the new building will be approximately \$750,000 a year, it is announced.

Montgomery Ward & Company expect to open between twenty-five and thirty retail stores in Texas cities this year. The first was scheduled to be

opened at Paris, Texas, also on the Frisco, about the middle of February.

A COTTON SEED RECORD

The largest single order of pedigreed cotton seed ever sold in the south, moved via Frisco Lines from Wilson to Bridge Junction, Ark., on February 4. The movement consisted of twenty-five cars of planting cotton seed for various points in the State of Louisiana.

The shipment was given the Frisco by the Lee Wilson & Company of Wilson, Ark., and consisted of more than a million pounds, valued at \$25,000. The train left Wilson at 12:00 o'clock noon on February 4 and arrived at Harvard at 2:15 p. m. and was delivered to a connecting road for shipment to Louisiana.

The cars were all of the same series, and were loaded at the seed house, three at a time, and the spotting was handled in record time.

Mr. Lee Wilson of the Wilson Company, highly complimented the Frisco on the excellent handling.

Most college chaps are members of the "Bored of Education".

FOLLOWED IN FATHER'S FOOTSTEPS

THE unique circumstances surrounding the Laker family of Frisco fame and Springfield, Mo., origin, probably has not been duplicated by any other railroad family. Mr. and Mrs. Fred Laker, Sr., had seven sons. One of them died in infancy. Each of the other six began his business career not only in Frisco service, but in the north roundhouse at Springfield and as a call boy. Fred Laker, Sr., and two of the sons are deceased. Recently Mrs. Laker, in her comfortable little home, told a reporter for *The Frisco Employees' Magazine* of her family of railroad men. She will be eighty years old in June. She was born in Burlington, Ky.

"My father was a shoemaker of the old school. He served an apprenticeship of five years before he started his trade. He used to make what we termed 'opera slippers', and I recall that he used to measure my feet and make shoes to fit. We used to go to town to try on a shoe, like we go to a dressmaker now. Since he died, I have never been able to find shoes to fit.

"After Mr. Laker and I were married and had come to Springfield in 1873, he got a job firing a locomotive on the old Atlantic & Pacific, the first unit of the Frisco Lines. In those days they burned cord wood instead of coal. He fired for six years between Springfield and Newburg, Mo., and then was promoted to engineer.

"I suppose it was because Mr. Laker was in the service that all our boys wanted to become railroad men. Every one of them began service with the Frisco as soon as he could, and all of them started as call boys at the old North Springfield roundhouse."

Mrs. Laker is the oldest woman registered with the Frisco Veteran Employees' Association at Springfield, but she is old, only in years. Her six sturdy sons and her two daughters have kept her mind active. She reads and sews and keeps house for her one son. She has five grandchildren, the children of Bruce and Fred Laker.

"I was riding with my daughter the other day, and we had to stop while a long Frisco freight train went by. I said to her, 'Honey, this train would have made four of the trains your father used to have. Sixty cars was a long train in those days.'"

George Laker, her youngest son, who lives with his mother, is a World War veteran and was gassed in France. In referring to the World

Six Sons of Fred Laker, Sr., Entered Employ of the Frisco as Call Boys at Springfield

War, Mrs. Laker said: "Right after the Civil War I remember that the young men were so unsettled. Most of them were too old to learn trades. Railroading paid much better than anything else then, and many boys went in the service. It seemed that



Mrs. Fred Laker, 80, of Springfield, Mo., is the wife of a former Frisco engineer and the mother of six Frisco sons. Of railroad work she says: "It brings out the best there is in a man, for he must be sober, alert, punctual, industrious and vigilant."

way after the late war, and I remember the many nights I spent hoping that George would come home to me safe and sound.

"Yes, I have many friends, but I have devoted my life to my little family. Mr. Laker died and left me with five children to take care of, but I have always been glad that my sons were railroad men. I think that railroading brings out the best there is in a man. He must be sober, alert, industrious, punctual and vigilant. The greatest of these requirements is punctuality. I have noticed that railroad men are more systematic than those in other services."

Fred W. Laker, Jr., entered the service as a call boy and fireman in June, 1891. On September 1, 1898, he transferred to the position of a

brakeman and was promoted to conductor March 9, 1900. He left the Frisco service July 30, 1912, and is deceased.

C. H. Laker is the second son. He began his service as a call boy. The records do not show the exact date. He worked as a conductor from May, 1906, to February, 1908. He was in train service twelve years and in the service of the company nineteen years, about six years as a conductor. He is deceased.

Bruce Laker is the third son. Mrs. Laker says that when Bruce served as a call boy, he used to call the crews with the aid of his pony. He served as a brakeman from August, 1899, to July, 1911. He is the only son who ever left Frisco service to go with another railroad, and he is at this time an engine foreman with a western road.

E. Ross Laker entered Frisco service as a call boy, July 3, 1900, was transferred to road service as a brakeman in October, 1900; promoted to freight conductor in October, 1906; promoted to extra passenger conductor in April, 1921, and is still in service as a freight and passenger conductor out of Springfield.

Robert E. Laker entered the service as a call boy, and on December 15, 1904, began his service as a switchman. He left the service March 10, 1905, and re-entered the service as a brakeman July 4, 1910. He left it permanently on September 16, 1911. He now lives on a poultry farm just outside of Springfield.

George D. Laker, the youngest son, lives with his mother and serves the Frisco as a switchman at this time. He began his service as a call boy about 1911. He worked as a switchman at Tulsa from May, 1915, to March, 1920, when he left the service to work in the oil fields. He re-entered the service as a switchman at Monett in July, 1921, and transferred to Springfield yard in March, 1923.

Fred Laker, Sr., was a Mason and was master of one of the Masonic lodges at Springfield for some time. Mrs. Laker has been a member of the Eastern Star for thirty-six years and is also a member of the White Shrine.

She is a lover of flowers and takes great delight in her flower garden at the back of her little home at 424 East Locust Street. She is active and happy, and does most of her house work unaided.

NEWS of the FRISCO CLUBS

Sapulpa, Oklahoma

With a great deal of enthusiasm the Frisco Employes' Club of Sapulpa, Okla., was organized at the Y. M. C. A., February 6, with thirty-eight charter members. A large delegation of officials and others from Tulsa, Oklahoma, attended.

The officers of the club are as follows: E. L. Workman, president; Mrs. Ida MacMillan, first vice-president; A. Morgan, second vice-president; F. Morgan, third vice-president; Ed. Brodie, fourth vice-president; F. L. Deaton, fifth vice-president, and M. E. West, sixth vice-president; C. E. Harris, secretary.

R. L. Schoenberg, Tulsa, ex-president of the Frisco Men's Club of St. Louis, was the first speaker introduced by J. R. Dritt, agent, who presided. Mr. Schoenberg gave a brief outline of the purpose of Frisco employes' clubs. He emphasized that the entertainments given by the clubs are important and that business meetings of the clubs should be held once a month.

Chairman Dritt then called on some of the Tulsa visitors for short talks. Next came nominations and elections.

Decision was reached to invite members of the Tulsa and other clubs to the next meeting, the date to be selected by the president.

Henryetta, Oklahoma

The Frisco Employes' Club of Henryetta, Okla., was organized February 7 with the prospective membership of all the forty-nine employes there. Twenty employes of Henryetta attended this meeting.

The 1928 officers were elected as follows: F. A. McClaren, telegrapher, president; H. C. Morgan, yard clerk, vice-president, and J. D. Keith, cashier, secretary-treasurer.

H. G. McKinstry, agent, called the meeting to order. He told the members of the object of the meeting, to form the club, and emphasized the value of service to Frisco patrons.

J. A. Hutchinson, assistant superintendent of the Southwestern division, spoke on traffic solicitation. J. B. Herndon, yardmaster, talked on co-operation between employes. Other speakers were E. L. Harris, telegrapher-ticket cashier, and Mr. McClaren.

The regular meeting night was set

for the second Tuesday night in each month.

Oklahoma City, Oklahoma

The Frisco Employes' Club of Oklahoma City held its first 1928 social event the night of February 9 when a varied program of vocal and in-

STAND BY YOUR COMPANY

If you think your company's best,
Tell 'em so.

If you'd have it lead the rest,
Help it grow.

When there's anything to do
Let the fellows count on you,
You'll feel bully when it's through
Don't you know.

If you're used to giving knocks,
Change your style;

Throw bouquets instead of rocks
For a while.

Let the other fellow roast,
Shun him as you would a ghost,
Meet his hammer with a boast
And a smile.

When a stranger from afar
Comes along,

Tell him who and what you are—
Make it strong.

Needn't flatter, never bluff,
Tell the truth, for that's enough;
Join the boosters—they're the stuff,
Sing your song!

—Selected.

strumental music, readings, a playlet, choral numbers by women and a dance, was given. The attendance was 224 persons, including wives, children and friends of members.

The meeting was called to order by D. L. Estes, president, who turned it over to Mrs. J. T. Carruth and Mrs. L. A. Pruitt, of the program committee.

The entertainment numbers were: reading, "The Story Book Ball," written by G. Delrige and presented by Mary, John and Betty Jean Van Ness; piano solo, "Valsante," by E. Poldini, played by Nazla Barkett; reading, "George Washington of Today," by Tomlin, presented by Junior Mallory; piano solo, "Whispers of Spring," by Tomlin, played by Miss Theresa Samples; piano duet, "Norwegian Dance," Greig, presented by Nazla Barkett and Mrs. Carruth; vocal solo, "A Little Love—A Little Kiss," sung by Margaret Fritz Sumter; playlet, "A

Pickle Comedy," Granger, played by Mesdames Mallory and Van Ness, the Misses, Crosby, Williams, Peteet, Thompson and Carruth; women's chorus, "Trees," composed by Carl Hahn, and "Moon Dream Shore," composed by E. Lockhart, sung by Mesdames Sumter, Robinson, Crosby, Mills, Pruitt and Shepherd, and Miss Jane Housh. Dancing followed, to music by the "Southern Serenaders."

Tulsa, Oklahoma

Members of the Frisco Employes' Club of Tulsa ("The Magic City Club") who attended the business session held in a coach January 30, listened to the reading by Miss Christine Vanderford, club vice-president, of a group of letters from officials of Tulsa business houses in which the Tulsa terminal force was praised highly for service rendered these houses during 1927.

High compliments are given by Tulsa industries to Frisco freight service there in letters read at the January 13 business meeting of the Frisco Employes' Club of Tulsa.

The Frisco has had an increase in freight business at Tulsa every year since 1919, said C. H. Hensley, Tulsa freight agent for the Frisco. Fay Warren, chairman of the club, presided.

The letters of commendation of Frisco freight service were addressed to O. L. Young, superintendent of terminals, and were from the Maloney Tank Manufacturing Company, the Braden Steel & Winch Company and the Walles Dove-Hermiston Corporation, all of Tulsa. The yard forces were praised in these letters for their efficiency and courtesy. Another commending firm was the Mount-Cooper Boiler and Iron Works. Mr. Mount of that company said he was going to route every car he possibly could over the Frisco.

Frisco Girls' Club of St. Louis

A Valentine party was given by the Frisco Girls' Club of St. Louis at the Chamber of Commerce banquet hall on Valentine day, February 14, with more than two hundred and twenty girl employes in attendance.

The smaller tables were attractively decorated with Valentine souvenirs, while the head table was decorated with a huge heart made of red paper carnations, with streamers of red rib-