

FRISCO ANNOUNCES AIR-RAIL SERVICE

AT Jacksonville, Fla., one day early in October, a busy business executive boarded the Kansas City-Florida Special of Frisco Lines. Up through Atlanta, on through the cotton fields of Mississippi and Alabama and into Memphis, he rode comfortably behind powerful engines. As he retired for the night, he summoned the conductor of the train.

"I wish you would kindly wire Kansas City and reserve space for me aboard the Western Air Express plane

Florida to California Via Rail and Air Now Available —Other Air Connections at Dallas, Tulsa and St. Louis

9:00 a. m. on United States Airways, Inc., and disembark in Denver at 2:10 p. m. the same day.

Passengers from the East who ride the Frisco's Meteor from St. Louis to Tulsa, may leave Oklahoma's oil capital at 8:00 a. m. via Braniff Air Lines, Inc., to Amarillo, connect there with Western Air Express and arrive in Los Angeles at 9:35 p. m. the same day. Similar service is provided to Wichita Falls, Breckenridge, Abilene and San Angelo, Texas.

And so Frisco Lines has



Above: A cooling drink served 5,000 feet above the earth in a Fokker tri-motored cabin plane.

At right: A Western Air Express plane at the Santa Monica, Calif., airport.
At left: A close-up of the plane.

leaving there tomorrow morning for Los Angeles," he said.

At 8:30 next morning, the executive left the Frisco's crack Florida train in Kansas City's spacious union station, stepped into an automobile operated by the airway company and was driven to the flying field. On the runway, with motors warming for the 13-hour flight, stood the ponderous though graceful Fokker F-10, a gigantic tri-motored ship. It had awaited the Frisco's passenger. He took his seat, the pilot received his final orders, the three powerful motors increased their speed, and the plane took off.

That evening as the sun sank into the Pacific off San Pedro harbor, the business man stepped from the plane in Los Angeles.

His trip from Jacksonville to Los Angeles, via Frisco Lines and Western Air Express had taken forty-seven hours.

On other trains of Frisco Lines, on other planes of other air companies, similar instances in the romance of transportation were being performed

in much the same matter-of-fact manner.

As the Frisco's Texas Special roared up from San Antonio and Fort Worth to St. Louis, the Robertson Aircraft Corporation received a wire in its St. Louis offices reserving space on the Chicago plane which leaves St. Louis at 12:45 in the afternoon. When the Special arrived at 11:35 a. m., a red-cap escorted the air passenger to the waiting bus of the Robertson Company, and he was driven to Lambert-St. Louis field. At 3:15 that afternoon he arrived in Chicago.

Passengers on the Bluebonnet of Frisco Lines may leave St. Louis at 2:01 p. m., arrive in Dallas at 8:06 o'clock the next morning, and board Texas Air Transport Flying Service, Inc., planes at 8:25 the same morning for Houston, or leave on another plane operated by the same company at 8:30 for San Antonio and Brownsville, or on yet another plane at 10:45 a. m. for El Paso.

Florida Special passengers who desire air passage from Kansas City to Denver, may leave Kansas City at

ognized the fast-moving plane as an additional transportation medium. In the perfect service it is striving at all times to give, but it is not attempting to influence its patrons to use air travel. Rather, this railroad is offering advice on these connections in the spirit of helpfulness to the passengers who desire to travel more swiftly than trains may take them.

For patrons who may have slight qualms as to the safety of air travel, a brief glance at the records of Western Air Express, a typical airway company, may be interesting. Plans flying the Los Angeles-Salt Lake City route of the W. A. E., have flown 2,700,000 miles in the last three years without a passenger killed or an ounce of mail lost or damaged, and with an on-time record of 99 per cent. In 1926 this company had five planes and 20 employees. It now has 40 planes and 325 employees and operates 14 lines instead of one. Over all its passenger routes involving purely local travel, the company operates 14 tri-motored Fokker monoplanes.

DUNN URGES CONSOLIDATION CHANGES

ST. LOUIS, MO., October 15.—Early legislation by Congress radically changing existing consolidation provisions of the Transportation act was advocated by Samuel O. Dunn, editor of the Railway Age, in an address at the dinner of the Associated Traffic Clubs of America, in St. Louis October 15. The existing consolidation provisions were declared practically unworkable and a serious obstacle to consolidations, rather than a means of promoting them.

"They provide, for example," said Mr. Dunn, "that if two or more railways are combined, the corporation owning them shall not issue securities in excess of the value of the consolidated properties, and it is made the duty of the Interstate Commerce Commission to proceed immediately to the ascertainment of such value of the properties involved in the proposed consolidation". In the O'Fallon case the Supreme Court held that the commission's method of valuation was not in accordance with the law of the land, and in consequence there is not today and probably will not be for some time a final valuation of a single railway that could be used by the commission in determining what amount of securities should be allowed to be issued by a consolidated railway system."

Concerning the proper objectives of consolidations, Mr. Dunn said: "Recognizing the fundamental principle that any policy regarding railways adopted by the government should promote the public interest, what things must the railways do in order to promote the public interest? First, they must render good service; secondly, they must give their employes good working conditions and pay them fair wages; third, they must charge reasonable and non-discriminatory rates, and, fourth, they must earn a fair return. What has been accomplished toward attaining these objectives since the Transportation act, including the consolidation provisions, was passed?"

The service rendered has been greatly improved, and is now universally conceded to be better than ever before. Wages are higher than in any year excepting 1920, and higher in proportion to the cost of living than ever before; and the working conditions of employes are the best they ever were. Freight service is costing the public about \$850,000,000 a year less than it would have cost at

Railway Age Editor Believes Present Provisions of Transportation Act Unworkable

Editor Dunn Says—

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"Freight service is costing the public about \$850,000,000 a year less than it would at the rates of 1921."

"Our policy regarding consolidations should be one of evolution, not of revolution."

"The Interstate Commerce Commission should be relieved of the mandate to make a general plan of consolidations."

"Railways of the country should combine, grow and develop in the future as they have in the past—except that consolidations which tend to establish monopolies in large sections should be prevented."

"We need a program of consolidations that would help the weak lines without injuring the strong ones."

"A program (of consolidation) that would weaken the strong roads more than it strengthened the weak roads, would prove disastrous."

the rates in effect in 1921. The railways have never earned the fair return assured by the Transportation act; but their net operating income has been increasing, and it seems probable that this year they will earn an average of 5½ per cent on property investment, which will be the best result since 1916.

"It would appear, therefore, that all the objectives at which any government policy in dealing with the rail-

ways should aim are in process of being attained. Senator Cummins estimated that by consolidations there could be achieved a saving in annual operating expenses of five or six hundred million dollars a year. His estimate undoubtedly was greatly exaggerated. However, since 1920, without the rapid and extensive policy of consolidations he advocated having been carried out, annual operating expenses have been reduced \$1,400,000,000, and even within the last six years economies in operation equivalent—if allowance be made for the advances in wages made meantime—to \$750,000,000 a year have been effected.

"How have these great economies in operation been accomplished? Chiefly by the investment of billions of capital in improvements which have enabled the railways to produce more transportation with a given amount of labor, fuel and materials. Experience shows that great progress can be made in promoting the public interest without consolidating all the railways into a comparatively small number of systems, and that those who have advocated consolidation as almost the only solution of the railroad problem have exaggerated their importance. It shows that what is mainly needed to promote the interests of all concerned—of the railways themselves, their employes and the traveling and shipping public—is the making of such improvements in every mile of railway in the country as will render it practicable to render upon it such service as the traffic available warrants, and to render this service at the lowest practicable cost. The principal test of any policy of consolidation is whether it will further such improvements.

"Our policy regarding consolidations should not be one of revolution, but of evolution. In England since the war they have tried the policy of revolution. They provided by arbitrary legislation that all the railroads should be consolidated into groups, and specified the railways that should be included in each group. Apparently nobody is satisfied with the results.

"The existing consolidation provisions of the Transportation act should be repealed. The Interstate Commerce Commission should be relieved of the mandate to make a general

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CROWDS VIEW BOOTH AT DAIRY SHOW

FRISCO Lines had one of the most attractive of railroad booths at St. Louis' great National Dairy Show and Exposition, October 12-20. It is estimated that more than 300,000 visitors passed through the exhibit buildings and inspected the various booths during the week.

Dairying on the Frisco was the theme of the exhibit and the booth was planned and arranged by Mr. A. J. McDowell, dairy agent. He was assisted in his work by Mr. Paul C. Potter, assistant dairy agent.

The decorations were carried out in green and white crepe paper, and in the center of the booth was a large map showing the location of the various dairying interests. A large black pin marked the city or town in the Frisco's nine-state territory where there was a condensary, a cheese plant or a milk plant. The map, approximately nine feet square, took up the greater part of the booth and was illuminated by an inverted lighting system. On either side of the large map was a lantern slide machine which told the story of dairying on Frisco Lines in picture form and the pictures were very attractive. Cheese

Frisco Exhibit Attracts Great Attention at National Exhibition October 12-20 in St. Louis

factories, milk plants and creameries were shown and a few pictures of the interior of these plants which gave an excellent idea of the various processes.

From the creamery the pictures took the observer to the farm and modern farm homes and barns along the Frisco, and depicted a remarkably prosperous condition of the territory.

Such scenes as cutting a field of sweet clover proved colorful and a harvester working in a field of soy beans and alfalfa hay were two more interesting scenes.

A view of fresh water springs on Frisco territory, good highways, making markets accessible, good schools and several herds of high class Holstein and Jersey cows, producers of many cars of dairy products attracted attention.

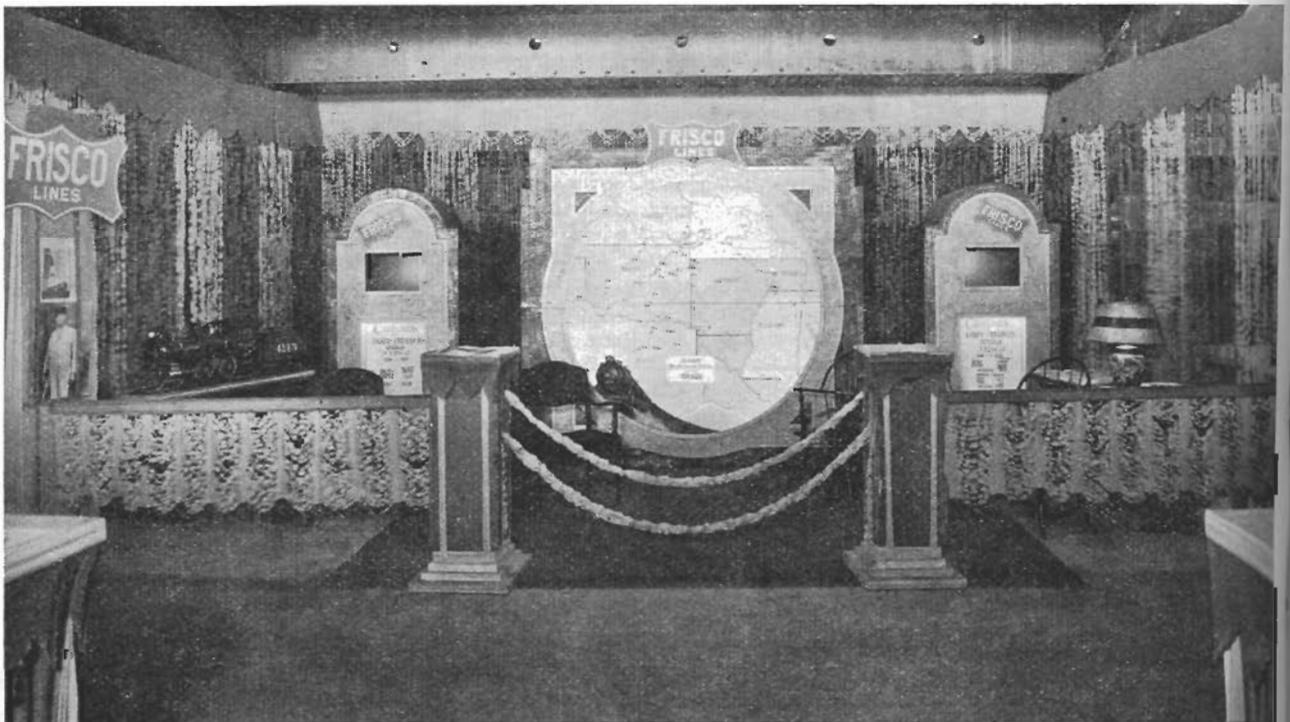
Below each lantern slide was a card

giving statistics. For the first nine months of 1929 Frisco Lines have shipped 2,398 car loads, as compared with 1,694 for the same period in 1928, an increase of 704 cars. There has also been an increase in the shipments of sweet cream. In 1928, 64 cars were shipped via Frisco Lines, while for the same period in 1929 there were 627, an increase of 563 cars.

The Frisco is interested in the Boys' and Girls' 4-H clubs and twenty winners of county fairs in Mississippi and Alabama were guests of Frisco Lines at this dairy show. These boys and girls reside on farms along the Frisco and the 4-H clubs are to promote dairy work, and sponsors the proper breeding and feeding problems. The Frisco territory is admirably adapted to the growing of feeds.

In referring to the dairy industry, Mr. McDowell said: "We have established a substantial dairy industry on Frisco Lines which is growing yearly and bringing prosperity to the farmer. There are 150 milk plants located at various points which offer a market

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SPRINGFIELD CLERK VERSED IN MAGIC

G. L. Walton of Storekeeper's Office Expects to Sign Vaudeville Contract as Magician

SPEAKING of unique hobbies—the Frisco employes at Springfield boast of having in their midst, a magician who hopes within a short time to sign an Orpheum contract.

To interview a man versed in his art is about as enlightening as to attempt to discover, unaided, the secret of his magic. Truly one expected in an interview to discover at least, one of his more simple tricks so justifying from the standpoint of an audience, but when Mr. G. L. Walton, clerk in the office of the storekeeper at West Shops Springfield submitted to an interview, he told the "why" and the "when", but not the "how."

Magician Walton gladly pretended to explain how he switched a card from the palm of his hand to the back. Then he did it again, and the card disappeared. It was neither in the palm or at the back of his hand. And that was the "how" that he neglected to explain.

He waved a pencil before your eyes—and the pencil bent and swayed. Surely it was rubber. And then he handed it over to be examined and it proved to be just an ordinary wooden No. 1 yellow Frisco pencil. His explanation of the "how" that time was that his hands moved faster than the eye could follow.

Mr. Walton's fame has not only spread in Frisco circles, but on February 10 and 11 he assisted in a performance given at the Shrine Mosque in Springfield, where more than 10,000 witnessed his card tricks, and illusions of many kinds. He averages about two performances a week. Recently he entertained at the Frisco Men's Club at Springfield and has been requested to repeat the performance within the near future.

When Mr. Walton was a small lad, he accompanied his father to witness the performance of a magician. He was deeply interested. He wanted to know just "how" it was all done. For years he wondered where he could study the art, and one day he got in touch with a man who had a slight knowledge of magic and he gave him the name of a correspondence school.

"The course is very expensive," he said, "and we have to sign a long

statement, pledging our word that we will not reveal any of the secrets that we learn.

"Magic is very old and has been practiced from time immemorial, and we find traces of it in the lives of

called and interpreted it as seven years of plenty and seven years of famine in Egypt."

Mr. Walton has made a deep study of the origin of magic, and he again refers to the second time magic is quoted in the Bible in the story of the plea of Moses and Aaron before the Egyptian King to release their people so that they might sojourn to another land. To prove that his mission was of divine origin, Moses turned his rod into a serpent. All of the magicians of the land were asked to do the same thing but they all failed.

"Modern magic is a long step from magic of old," he said. "We no longer regard it as supernatural but we look upon it as a time honored art which has stood the test of centuries and is now most entertaining. To me magic is a science. It is based on fundamental principles, not on hit or miss methods. Judging from the accounts which history has preserved for us of the marvels performed by the magicians of antiquity, it is evident that these men were very skillful in practicing their art. The explanation then, for the seemingly greater miracles that were produced in ancient times, is that people believed in the supernatural powers of the magician."

According to Mr. Walton, the Egyptians are the first people of whom we have any record of being distinguished for their proficiency in magic. In the New Testament Simon Magus is mentioned as a magician. He is said to have bewitched the people. Some of his feats were to make himself invisible and to free himself from bonds and chains.

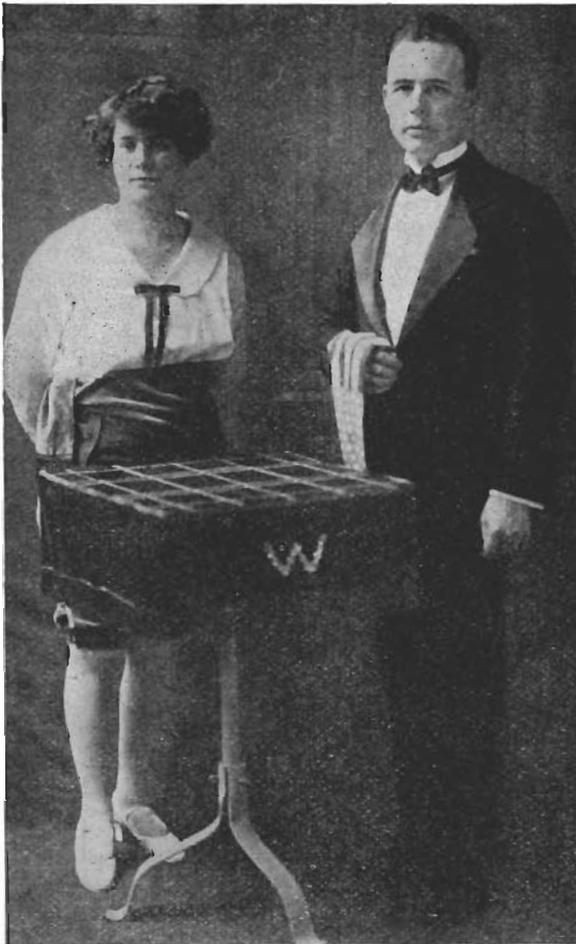
Greek historians tell that the peoples of that land believed that supernatural powers were mixed with human affairs. Their gods were half

human creatures with the powers of performing supernatural acts.

Mr. Walton is assisted in his performances by his wife. "She likes it just as much as I do," he said, "and since most magicians require a helper, it is more than fortunate that she likes to assist me."

The Walton's have two children, a daughter three, and a son five years

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MR. AND MRS. G. L. WALTON

the ancients. The first record we have of magic in ancient times is in the Bible. You remember the story of Pharaoh's dream of seven full ears of corn and seven withered ears, of seven fat cows and seven lean cows. Pharaoh was much disturbed by the dream and summoned all the magicians of the realm to come and interpret it. None of them were able to explain the dream until Joseph was

TRIED FOURTEEN TIMES ON SLIGO HILL

WHEN one notes the youthful appearance of that oldest veteran of Frisco Lines (in point of service only), Mr. L. Bangert, engineer, of Salem, Mo., one wonders how he has piled up a 53-year service record while most of his buddies in the railroad game, have long since been placed on the pension roll. One explanation is that he began his eventful career at the age of 12 years.

Mr. Bangert was honored at the last Veterans' Reunion at Springfield, when he was presented with a badge in recognition of his long and faithful service, and the badge was appropriately engraved with the statement that he was the oldest employe in point of service on Frisco Lines.

Not only is his long service without a break, but the fact that he has served the Frisco all these years, within a radius of less than 100 miles, makes the record even more outstanding.

He was born at Iron Mountain, Mo., on April 16, 1882, near the iron furnaces from which the town derived its name. When he was 12 years old he started his career as a water boy on what was then the old St. Louis Salem & Little Rock road. Picture if you can this boy of 12 years, barefoot, with a wooden yoke on his shoulders, walking to a spring a half mile away and returning with two brimming buckets of spring water for the men who were working on the line repairing a washout.

But he was in earnest and a short time later he was elevated to the position of engine wiper at Sanke, Mo., where he industriously wiped engines for one year. Then he was transferred to Salem Mo., and two years later was promoted to fireman. He fired for several years before being promoted to engineer on the little branch line run.

Those were days worked without thought of time, and each engineer was his own mechanic. For the sum of \$2.25 a day, he would start to work at 4:00 o'clock in the morning, prepare the engine for the run (and wood burning locomotives were hard to heat), and he would usually get home around 10:00 at night.

"They used to think that you would injure the engine if you blew the

Engineer L. Bangert, Oldest in Service, Remembers Engine No. 1—53 Years With Frisco Lines

Veteran Engineer L. Bangert, about whom the accompanying story is written, tucked the bed sheet more securely about his body a few days ago as the correspondent for the Frisco Employes' Magazine, entered for an interview. Engineer Bangert was confined in the Frisco hospital in St. Louis, under explicit instructions to remain quiet.

"I'm not sick," he stoutly maintained. "Not a bit of it. I've just got a piece of bone in my heel busted, that's all. The starter on that motor car of mine down on the Salem branch got a fractious spell the other day and kicked at me. Connected, too. I 'spect I'll be on crutches for a little while, but they tell me I can go home in a few days and give my bed to somebody who needs it more than I."

"What worries me," the magazine correspondent informed him, "is how we're going to get a picture of you to go with this story. Your wife writes us that you haven't any at home, and now here you are in the hospital. What would you think of letting us bring a photographer out and snap a picture of you in bed?"

"Not a bit of it,—not one bit of it," Engineer Bangert returned. "I didn't even let anyone at home know I was coming up here, and I sure don't intend to let anyone see me in bed. Why, that's downright immodest, and I'm surprised at you."

And so, dear readers, you must read the very interesting story of this oldest engineer on Frisco Lines without his picture.

And it's too bad, for he's a handsome oldster.

—W. L. H., Jr.

water off the boilers before it got cold. So, I had to come down at 11:00 o'clock each night and blow the water off the boiler. While I was there I packed the throttle and lined up the crosshead and on Sundays I received the magnificent sum of \$1.50 for work-

ing all day on my engine little wood burner which I dled at that time was engine No. 58 was the one I ever had that had my printed on the cab. I often der what became of them said.

Mr. Bangert operates motor 2117 between Cuba and Salem and while waiting at the turn-out at Cuba he often gazes at the freight trains and recalls the when he made fourteen trials to get over Sligo Hill with little engine No. 1 and one car of But persevering as he was and finally made the grade. Since this hill has been cut down an motor car operates over it with

"We used to go to the butcher and buy tallow," he said. "When I climbed the hill the fireman climb out on the running board, up the cup and pour the tallow the cylinders to lubricate them. I would get plenty of oil when I'd come down hill, but this method was ployed on the grades. And then the tallow would wad up the size of a hen egg and I'd have to take the inner head off to get it out."

One of the most interesting lessons of his experience with modern devices now used on trains about the first air brake ever stalled on his engine.

He came down to Cuba one day the little engine was standing on the turntable with the air cut out of the tank and when they got on the engine they saw this new device. Superintendent, Mr. E. B. Shro asked Mr. Bangert what it was. Bangert told him he did not know but they called it an "air brake" and wanted him to try it out, but it would not work because the air was cut out on the tank. During that trip Bangert had to use the reverse and tank brake to stop the train. When he made his report at the end of the trip, that the air brake did not work, nobody knew what he was reporting.

The second day, one of the line engineers promised to show him how to work it, but it was not an operation that day. The next day Mr. George Blythe, another engineer (Now turn to Page 9, please)