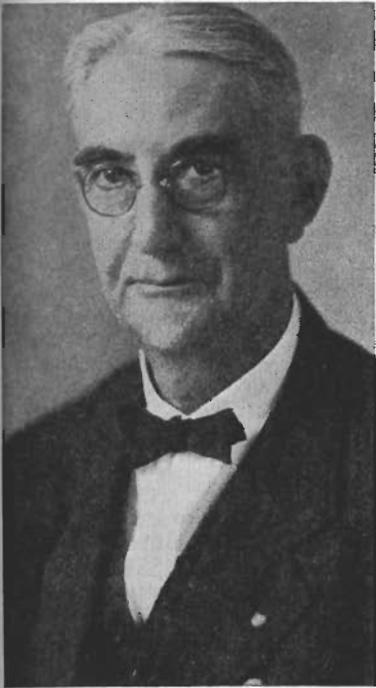


**J. R. MCGREGOR RETIRES**

**Veteran Passenger Agent in Service 25 Years—Widely Known in South**

FRISCO veteran James Richmond McGregor, who for years has been known to his thousands of friends in Birmingham, Ala., as "Cap'n," has been retired to the pension roll because of total disability.



"CAP'N" J. R. MCGREGOR

"Cap'n" McGregor entered Frisco service twenty-five years ago as a ticket seller in Memphis, Tenn., and at the time of his retirement in November he held the title of division freight and passenger agent.

More than six feet tall, and slender, Mr. McGregor has worn a trim goatee and mustache for many years. Although he will not authenticate it, rumor states that the goatee and mustache have been "standard equipment" on this veteran passenger man for more years than he has worked for Frisco Lines.

Prior to his Frisco service, Mr. McGregor worked as Western Union operator, and as a railway operator for the Southern Kansas Railway at Ottawa, Oxford, Cherryvale, and Winfield, later serving as an agent for the Florida Southern Railway at Punta Gorda, Fla., and as division passenger agent for the Queen and Crescent Route at Dallas and New Orleans.

Upon his retirement, Mr. McGregor was presented with a goldheaded

**"BUSINESS IS GOOD"**

For the third consecutive month, Frisco Lines car loadings exceeded any corresponding month in the company's history, it was announced Nov. 6. August and September loadings were considerably higher than the same months in previous years, and the October loading figures show estimated earnings for the month of \$9,000,000, with freight earnings the highest in the history of the railroad.

"We are highly gratified with the record just made," President Kurn, stated. "We are looking forward to a continuation of good business during the balance of the year. Despite a feeling of pessimism in some quarters, reports from many of the industries in our nine-state territory indicate steady normal business conditions."

**NO MORE HOT BOXES!**

Never before have trains moved with as few bad order cars and practically no hot boxes as they have over Frisco Lines for the past two years.

According to information received from the office of the superintendent of motive power at Springfield, equipment over Frisco Lines have moved during the past two years, more than 1,000,000 passenger car miles without a hot box, and practically the same mileage for freight. Reports show that during the month of September there were only three hot boxes reported on the entire system.

This record is a remarkable one, and could only be brought about by the careful supervision given at terminal points where trains are given inspection. The record is also due to the proper care of the boxes.

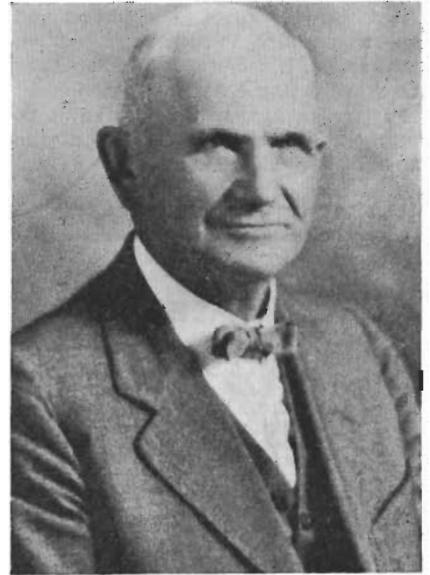
Conductor Wood Smith of the Southern division, in commenting on the above subject said that he had one hot box in handling over 1,000 cars. "We would hardly know how to put in a brass," he said. "Let's turn in our brasses and dope buckets. We don't need 'em. Our men in car service are certainly deserving of much credit."

walking stick by his many friends in Birmingham railway circles and his office associates in the Frisco organization presented him with a lounging robe and slippers.

Mr. McGregor went immediately to McMinnville, Tenn., where he will make his home with his sisters. His address is 425 N. Spring street.

**C. C. MILLS PROMOTED**

C. C. Mills, who has spent forty-three years in train service on Frisco Lines, serving as a conductor most of this time, and three years in the Frisco accident prevention department, resumed his duties as accident pre-



C. C. MILLS

vention agent November 1, following thirteen months service, from October 1, 1928 to November 1, 1929, as conductor of the Meteor.

During many of his forty-two years of train service prior to his first appointment to the accident prevention department, August 1, 1925, Mr. Mills was a conductor on the Southwestern Division and much of that time he was on trains nine and ten between Monett and Oklahoma City.

His duties as accident prevention agent take him over the system on inspection trips for the purpose of discovering and correcting accident hazards and educating employes in safe methods of working.

**EMPLOYEES PURCHASE STOCK**

Employes of the St. Louis-San Francisco Railway Company were given an opportunity to join hands as partners in the company which employs them on October 25, through the announcement that 2,500 shares of Frisco preferred stock had been reserved for purchase by employes. The shares were offered at \$92.50 per share flat, without bankers' commission, and no more than five shares may be purchased by any one employe.

## HELP SPREAD HEALTH

Purchase of Christmas Seals Urged by Tuberculosis Societies

**D**IMINUTIVE, gay, with an elfin bell ringer tolling out "Health Greetings 1929," this year's Christmas Health Seal will go out to people all over the United States carrying its message of good cheer, and the reassurance to men and women stricken with tuberculosis that they are not fighting their fight alone.

Festive in appearance though it is, yet most serious is the work of the Christmas Seal. The seal is a two-



fold symbol—the emblem of hope and health to the sufferer from tuberculosis; the insignia of better community health and protection for each individual against the disease.

Enormous progress, once thought impossible, has been made since the seal first made its appearance in this country in 1907. When it began its work, tuberculosis claimed nearly 300,000 lives each year. Today the death rate has been cut in half.

These colorful seals decorating letters, boxes, and packages at holiday time, have aided in establishing public health projects that are saving thousands of lives annually. Where once there were but a few hospitals for the tuberculosis sick, there are now more than 600 hospitals and sanatoria where tubercular patients are being cured; approximately 1,000 open air schools restore undernourished and sickly children to health; nearly 12,000 public health nurses work in homes and schools, in cities and remote communities, to educate children and adults in disease prevention; rest camps, preventoria, and clinics all have been made available by the little Christmas Seal for the fight against tuberculosis.

The Christmas Seal has accomplished only half of its purpose. But

## He Was Born On No. 9



Mr. and Mrs. Mark Short, Mark Short, Jr., age 16 months, and Frisco Whalen Short

Folks, meet Mr. Frisco Whalen Short. He's the cute little fellow on the pillow beside his mother in the above picture. His proud papa and a wonderful 16 months old brother look on.

Little Frisco is the first baby to be born on a Frisco train so far as records of the company show. It all happened on the southbound Meteor, November 12.

A few miles from Afton, conductor Bob Whalen was apprised that the stork was hovering over a Pullman car in his train. Rushing to the car Mr. Whalen confirmed the information, and ordered the train stopped at Afton. For fifty-five minutes, crack Number 9 stood in the station, while hastily summoned doctors officiated at the baby's arrival. Then the train proceeded to Vinita, where Frisco's mother, Mrs. Mark Short of Fort Worth, Texas, was removed to a hospital with her new baby. Father Short thanked President Kurn in a telegram, and received a congratulatory letter to young "Frisco" in return.

And Conductor Whalen is wearing becomingly, his honors as god-father to the young gentleman who was named "Frisco" in honor of the railroad, and "Whalen" for the efficient conductor.

they will not cease their work until tuberculosis has reached the irreducible minimum.

Christmas Seals are an investment and a Christmas gift. They safeguard the community health—and they give a chance of health to the sufferer from tuberculosis.

Will you make this investment? Will you, in your Christmas giving, help to make someone a present of health and happiness? Buy Christmas Seals today.

### Chicken-feed

"I advertised that the poor would be welcome in this church," said the minister, "and after inspecting the collection, I see that they have come."—Boston Transcript.

## BURNING 'EM UP

Moving a car load of furniture from Evansville, Ind., to Aliceville, Ala., so quickly that it caused the consignee to exclaim, "To me, it was almost equivalent to passenger train time." is a case of rapid handling reported October 27 by L. S. Brophy, Frisco Lines agent at Aliceville.

The car, IC-161007, was shipped by the Metal Furniture Company of Evansville and F. D. Stabler of the F. D. Stabler Furniture Company of Aliceville was the consignee. It left Evansville October 23, routed IC-Holly Springs—Frisco, and arrived at Aliceville October 25 at 3:30 pm on Train 939.

## Car Damage Decreases 19.8 Per Cent. First 10 Months

**D**URING the first ten months of 1929, the number of freight cars on Frisco Lines damaged by rough handling decreased 12.7 per cent and the monetary amount of this damage decreased 19.8 per cent as compared with the first ten months of 1928, states the comparative

monthly report issued November 7 by the car accountant, Springfield, Mo. The number of cars handled per car damaged increased 18.4 per cent and the monetary amount of damage per car handled decreased 22.48 per cent.

Western Division holds first place among the divisions. No cars were

damaged on this division. Springfield holds first place among the terminals, having damaged but five cars.

Following is a comparative statement covering rough handling on Frisco Lines during the period under consideration:

DIVISION OR TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL HANDLED			STANDING DIVISION OR TERMINAL		
	1929	1928	1927	1929	1928	1927	1929	1928	1927	1929	1928	1927	'29	'28	'27
Western.....	64	94	118	\$2,719.75	\$5,004.50	\$4,237.65	933,418	901,376	870,646	.0069	.0104	.0136	6	7	7
Eastern.....	61	48	41	5,550.50	6,837.00	1,875.75	891,756	797,965	783,156	.0068	.0060	.0052	5	5	5
Over.....	29	36	47	2,138.50	1,818.00	1,357.00	384,756	365,706	370,093	.0075	.0098	.0127	7	6	6
Total Divisions,															
First District.....	154	178	206	10,408.75	13,659.50	7,470.40	2,209,930	2,065,047	2,025,895	.0070	.0086	.0102			
Kansas City.....	62	96	112	2,643.00	4,383.00	3,825.00	668,480	645,874	612,291	.0093	.0149	.0183	5	6	6
Memphis.....	56	85	90	2,795.00	6,251.50	2,513.00	520,445	620,413	783,536	.0108	.0137	.0115	6	5	4
Birmingham.....	15	21	23	417.00	1,263.00	1,119.50	593,313	597,944	611,833	.0025	.0035	.0038	2	2	2
Total Terminals,															
First District.....	133	202	225	5,855.00	11,897.50	7,457.50	1,782,238	1,864,231	2,007,660	.0075	.0108	.0112			
Eastern.....	37	39	15	2,752.00	2,985.50	651.48	783,477	741,978	717,229	.0047	.0053	.0021	3	4	2
Central.....	13	17	17	792.00	538.00	1,472.00	350,439	339,364	335,491	.0037	.0050	.0051	2	3	4
Southwestern.....	48	23	25	2,414.50	1,134.52	1,138.00	915,075	873,552	901,464	.0052	.0026	.0023	4	2	3
Western.....	—	3	2	—	55.00	10.00	217,418	210,678	205,644	—	.0014	.0010	1	1	1
Total Divisions,															
Second District.....	98	82	59	5,958.50	4,713.02	3,271.48	2,266,409	2,165,572	2,159,828	.0043	.0038	.0027			
St. Louis.....	59	77	60	1,766.00	2,356.00	1,032.00	705,627	676,142	637,819	.0084	.0114	.0094	3	4	3
Springfield.....	5	14	7	1,107.00	1,151.00	865.00	665,126	663,587	650,234	.0008	.0021	.0011	1	1	1
Wichita.....	73	44	89	6,324.00	4,790.00	4,792.50	821,781	779,793	720,640	.0089	.0056	.0124	4	3	5
Total Terminals,															
Second District.....	137	135	156	9,197.00	8,297.00	6,689.50	2,192,534	2,119,522	2,008,693	.0062	.0064	.0078			
Birmingham Belt.....	10	4	—	311.00	122.00	—	103,363	54,686	—	.0097	.0073	—			
Texas Lines.....	18	29	26	321.00	1,294.00	492.50	125,040	126,613	116,435	.0144	.0229	.0223			
Total System.....	550	630	672	32,051.25	39,983.02	25,381.38									

### 1929 Compared With 1928

Per cent increase in number of cars handled per car damaged.....	18.4	Per cent decrease in number cars damaged.....	12.7
Per cent decrease in amount of damage per car handled.....	22.48	Per cent decrease in amount of damage.....	19.8

## NEWS OF FRISCO CLUBS

(Continued from Page 15)

W. W. Johnson, and N. Thornworth. A committee comprised of the following to arrange for games was also appointed: J. F. Miller, chairman, Joe J. Bryan, Fred Hemphill and B. B. Walker.

### Springfield, Mo.

Between 1,500 and 2,000 persons attended the joint Shriner-Frisco "500" Club Hallowe'en dance held in the Shrine Mosque at Springfield, October 31. The Frisco "500" club is composed of members of the Springfield Men's and Girl's Clubs. It is a social organization which will have monthly meetings during the winter months.

Prizes for the best costumes were awarded to Miss Ann McClernon and Miss Hazel Baker for their portrayal of Miss America and Uncle Sam respectively. The contest for the costume best portraying the devil was won by J. L. Colby. His costume was equipped with electrically lighted eyes, a spear tail and horns. Music was furnished by George Mitchell and his orchestra.

## Men's Club, Springfield, Mo.

A boxing bout between two Red Caps from the Union Station at St. Louis, staged by Uncle Charley Baltzell, portraying the Sharkey-Stribling fight of last February in Miami, Fla., was the chief feature on the meeting of the Frisco Men's Club of Springfield, held November 19 in the Junior High School Auditorium there. The meeting was characterized by members as being one of the greatest ever held by the club.

Uncle Charley, as announcer, read a telegram from Jack Dempsey, expressing his regret at not being able to attend this version of the Sharkey-Stribling fight. In his announcements, Uncle Charlie gave the crowd complete information on the Florida bout.

Charles Sansone, local hotel proprietor, substituted for Lou Magnolia, the referee at Miami, and R. P. Dickerson, backer of Stanley Ketchell, acted as timekeeper.

Club officers for the ensuing year were announced following a tabulation of ballots. The following were elected: George Roop, of the claim

department, president; F. J. Peter-son, chief clerk to E. L. Magers, vice president; F. M. Ferbrache, of the mechanical department, treasurer; H. C. Boehm of the superintendent of transportation's office, secretary, and R. N. Wommack of the superintendent of terminals' office, sergeant-at-arms.

Ted Trapp, local hotel and restaurant proprietor, and three of his friends formed the Trapp Quartette and gave a number of selections, and Oscar Brown with tricks in magic made a hit with the crowd.

A number of local business men attended this meeting and were loud in their praise of Frisco accomplishment. Music was furnished by Harold Wilks and his Grand Avenue Baptist Church Orchestra.

Bridegroom (in poetic frenzy, as they stroll along the shore): Roll on, thou deep and dark blue ocean, roll!

Bride: Oh, Gerald, how wonderful you are. It's doing it.

Mother: Where do bad little girls go?

Betty: Most everywhere.

## Radio Stars Ride Frisco Lines to Springfield



WITH banjos, drums, cornet, bass viol and various other musical instruments, sixteen radio stars well-known to radio-land, tramped their way to Frisco train No. 3 on the morning of October 31, at the St. Louis Union Station. There a special car attached to train No. 3 took them to Springfield, Mo., where they presented a program at the Ontra Hall, under the auspices of the Lion's Club of that city. The trip was sponsored by the Atwater-Kent dealers association of Springfield.

The Brown & Hall Supply Company of St. Louis, distributors of Atwater Kent, had installed a radio previous to the departure of the train, and had decorated the interior of the car. Shortly after the train started, the radio was turned on, and the artists of radiodom enjoyed the programs broadcast while enroute to Springfield.

In the party were the well known Melody Maids who are especially well known over KMOX. This band of girls is led by Miss Ethel Arnold. The Bendeau Entertainers, Ben Hotmer and Bill Tebeau were also in the party. The Misses Margie Heid and Helene Heid, versatile in the art of playing various musical instruments accompanied the party as well as the vocalist, Jack Coleman.

These stars entertained at the Ontra until midnight, when the entire party went to the Jefferson Theatre where they presented fourteen acts of vaudeville, introducing themselves personally to the audiences which had heard them over the radio so often. The Lion's club had sold tickets for the affair and it was conceded to have been one of the biggest events staged in Springfield for some time.

Others in the party were: Misses Madeline Jennings, Edna Higgins, Mary Caulfield, Lola Lee, Gretchen Kimmel, Opal Ashley, Altalie Clair,

Bunny Longo and Alma Rotter; Messrs. A. K. Richard and Tom MacLeod.

The party returned to St. Louis on the "Texas Special" November first.

### SOUTHERN HOLDS CUPS

For the first time since the mechanical department and transportation department accident prevention merit cups were donated by President J. M. Kurn in 1927, they are both on the same division. The transportation cup was won for the third quarter of this year by the Memphis Terminal and the mechanical department cup was won for this period by the Southern Division, according to a report issued October 30 by H. W. Hudgen, director of the accident prevention department, Springfield, Mo.

Memphis climbed from eleventh place among the fourteen terminals during the second quarter to first place in the third quarter. This is the second time that the Memphis Terminal has won the cup. The casualties per 1,000 man-hours in this terminal during the third quarter were .0118.

The Southern division mechanical department has won the cup for the first time. During the second quarter they were in fourth place among the eleven mechanical departments. The casualties per 1,000 man-hours on this division were .0843 during the third quarter. With one other exception, the first quarter of 1929 when the Western Division won this cup, it has been won by either the Southwestern or the Central Division.

### Always in Training

"Motoring is surely a great thing. I used to be fat and sluggish before the motoring craze, but now I'm spry and energetic."

"I didn't know you motored."

"I don't. I dodge."—Montreal Star.

### SHIP FIRST CAR ORANGES Luscious Satsumas to St. Louis From Ensley, Fla.

THE first carload of oranges ever to originate on Frisco Lines was shipped October 22, from Ensley, Fla., to St. Louis, it was reported by W. H. Crow, general agent at Pensacola. This was a car of Satsuma oranges, the first of the year's crop, and its shipment marks the beginning, in Frisco territory, of commercial production from an industry which, according to present indications, will develop to considerable magnitude.

Nine cars of these oranges have been shipped from Ensley so far this year. The total 1929 crop will be approximately twenty cars and all of it will be moved over Frisco Lines from Ensley to St. Louis.

The raising of the Satsuma orange which is a Gulf Coast product that has been developed rapidly in Southern Louisiana, Baldwin County, Ala. and Northwest Florida, is a comparatively new industry in West Florida but is developing rapidly there also. Escambia County, of which Ensley is the center of industry, is one of the ten counties that comprise West Florida. Authorities on fruit raising in that section are very enthusiastic about the possibilities of this orange there.

The oranges are moved in refrigerator cars, loading about 700 boxes to the car. The value per car is approximately \$1,500. After being handled over Frisco Lines to St. Louis, they are diverted to various consuming points in the North and East.

The soil and climate of Escambia County and the surrounding territory seem especially suitable to the raising of Satsumas as is evidenced by the crops that have been produced so far. The returns from this fruit make its production very attractive to fruit raisers. Three hundred dollars an acre is the average net return after the trees reach the stage of commercial production in this territory, if the crop is handled through a co-operative association or a packing house. The trees are usually in commercial production from the sixth year on.

Considerable additional acreage will bear next year and the packing shed at Ensley will likely be enlarged. It is thought the annual crop of Satsumas shipped from Escambia County will increase, within the next five years, to 250 cars.

Christmas Health Seals stick to their job throughout the year.

**C. H. ROMBACH PROMOTED**  
Appointed Asst. Gen'l Freight Agent, November First

**C**HARLES H. ROMBACH, who was chief clerk in the freight traffic department, was appointed assistant general freight agent, with headquarters in St. Louis, effective November 1, it was announced by R. N. Nash, freight traffic manager, Frisco Lines, St. Louis. Mr. Rombach began his railroad career with the Frisco in July, 1911, and has been in the employ of the



C. H. ROMBACH

Frisco since that time with the exception of the time from June 15, 1918 to May, 1920, when he served in the army. He was first employed as an office boy in the accounting department; however, after working in that department for a week, he was transferred to the freight department as office boy. Subsequent to his service as office boy, he held, at various times, most of the rate positions in the traffic department, and August 1, 1925, he was appointed chief clerk of the freight traffic department. He held this position until November 1 of this year, the time of his appointment to his present position.

He attended Harrison School, Yeatman High School, and the Benton College of Law, all located in St. Louis, entering the Benton College of Law in 1920 and being graduated from that school in 1924.

Goat: I heard your brother tried to get a political job. What's he doing now?

Sheep: Nothing. He got the job!

**For Meritorious Service**

**SOUTHWESTERN DIVISION**

Superintendent C. T. Mason reports the following cases of meritorious service:

August 1—W. F. Barrington, brakeman, Francis, was a member of the crew of Extra 4157, south, when they discovered a fire on the right-of-way and extinguished it. Commended.

October 25—C. W. Giberson, noticed something wrong with SF 50720 as that car pulled by Cement station in train 448 and notified conductor. Ten merits.

**EASTERN DIVISION**

Superintendent E. L. Magers reports the following cases of meritorious service:

October 31—J. H. Crain, conductor, Springfield, Mo., assisted in rerailling a tank car that had become derailed in No. 35 east of Eastern Junction. Five merits.

**BIRMINGHAM TERMINALS**

E. A. Teed, superintendent of terminals, Birmingham, Ala., reports the following cases of meritorious service:

October 24—Moody Gunn, engineer, chained up driving brakes on engine 863 when they came down and made ABC delivery, eliminating delay and saving per diem. Commended.

**TULSA TERMINALS**

O. L. Young, superintendent of terminals, Tulsa, Okla., reports the following cases of meritorious service:

T. R. Been, yard clerk, noticed that a car, moving as empty was a carload of autos and was instrumental in securing their disposition. Five merits.

R. T. Studley, switchman, discovered a broken rail and reported it. Five merits.

"Lawyer" Mitchel stopped a cut of cars which were rolling out of track. Commended.

Glen Blanchard, yard clerk, discovered a car moving into West Tulsa as an empty when it was loaded with autos, and on another occasion discovered a car of plaster moving as an empty. Five merits for each case.

**NORTHERN DIVISION**

Superintendent W. H. Bevans reports the following cases of meritorious service:

October 31—O. R. Adams, conductor, Kansas City, fired engine No. 4112, south, from past Mile Post 15 to Paola, Kan., because of having a student fireman. Five merits.

October 26—W. F. Dillinger, brakeman, Kansas City, discovered brake beam down on 3/131 as it passed him, notified the crew and assisted them in getting the brake beam up. Five merits.

R. Stapp, brakeman, Pittsburg, Kan., found a piece of broken wheel tread in the yard at Cherokee and reported it immediately so that car from which it came was located. Ten merits.

November 8—Jas. Davison, brakeman, Kansas City, in looking over train at Paola discovered broken arch bar on WEEEX 63465. Commended.

November 8—H. H. Garner, conductor, found broken arch bar on SF 124721 in extra 4106. Commended.

November 9—J. C. Reppert, brakeman, Kansas City, found broken arch bar on PARX 500 while looking over his train extra 4101, north. Commended.

Ed Gray, engineer, Neodesha, Kan., while on train 305 noticed fire near MP plus 23 poles and notified the section foreman who stopped the fire. Commended.

**RIVER DIVISION**

Superintendent J. A. Moran reports the following cases of meritorious service:

September 26—J. F. Yount, conductor, and Ed Lamb, brakeman, assisted in making repairs to SAL 99770 at Chaffee, Mo. Five merits each.

J. A. O'Hara, agent, McMullin, Mo., for interest taken in making repairs to B. & O. 173421. Ten merits.

September 28—D. O. Slater, conductor, L. A. Kelley, brakeman, and E. W. Seagraves, pile driver foreman, repaired train line of SF 93881. Letter of commendation given to each.

(Now turn to Page 24, please)