

FRISCO HOST TO STUDENTS

Thirty-six 4-H Club Members
Awarded Trips to American
Royal

ONE phase of Frisco Lines' efforts to further progress of agriculture is awarding free transportation to the American Royal Live Stock Show each year for vocational agriculture students and 4-H Club members. Some thirty-six boys and girls from the states of Arkansas, Kansas, Missouri and Oklahoma attended the thirty-second annual American Royal Show which was held in Kansas City, November 15-22, as guests of the company.

This was the fifth annual National Congress of Vocational Agricultural High School Students, the eighth annual conference of 4-H Club Boys and Girls, and the third annual convention of the Future Farmers of America. A new event for the students—the first annual National Oratorical Contest for Vocational Agricultural High School Students—was inaugurated at this year's American Royal. The boys and girls who went to Kansas City as Frisco guests had first been subjected to preliminary examinations in local county shows and state fairs and only five individuals from any school or club were eligible to enter in competition at the American Royal, which allowed only the prize winners from the various communities to show the result of their season's work. In addition to the exhibits of calves, pigs and lambs by the boys and girls attending, there were also live stock judging contests, grain judging contests, meat demonstrations of various kinds and other activities all of an educational nature. Besides the special classes for the junior members, there were open classes in which they were allowed to compete against entries from more prominent herds and flocks and a number of young exhibitors carried off worthwhile prizes. Other activities provided for the young guests of the Frisco were inspection tours of Kansas City packing houses and other large industrial plants, automobile trips about the city, Sunday morning church services and luncheons and banquets.

Following are the vocational agriculture students who won Frisco trips to the American Royal: From Arkansas: Oren Ross, Marie; Chas. Beall, Wilson; Harmon Wilson, Keiser; and Fred Smith, Osceola. Kansas: Wilmer Smittle, Columbus; Delos Shore, Winfield; Franklin Dyke, Parsons, and Lewis Wollard, Gueda Springs. Missouri: Lee Price, Ruby Odell, Alva Bell and Clyde DeGaffenried, all of

A. H. Poage, Old-Time Agent, Visits Tulsa

AN old-time Frisco agent, A. H. Poage of Richmond, Calif., who was in the service of Frisco Lines from 1889 to 1893, visited in Tulsa recently in the home of his brother-in-law, J. M. Hall, and attended the International Petroleum Exposition and Congress, held at Tulsa October 4 to 11. This was his first visit since leaving thirty-eight years ago.

For the past 23 years he has been connected with the Standard Oil and Refining Company of Richmond, one of the largest companies there, employing three thousand men. Mr. Poage entered the service seven years after the Frisco was built from Tulsa to Vinita in 1882 and during his connection with the company, it was the only railroad serving Tulsa.

"In those days," he related, "the first stock yards were built about two blocks from the station and moving cattle was the road's major work. About 6,000 head of cattle were shipped from Tulsa yards each year to be turned loose on the Texas prairies to fatten and then shipped to the markets at Kansas City, St. Louis and Chicago. It was often the duty of an agent to walk two and a half miles to look after the loading of cattle."



A. H. POAGE

It was sometimes difficult for the road to furnish sufficient trains on short notice to handle the heavy cattle movements of that time and Mr. Poage recalled one instance in which two cattlemen ordered two trains for a certain day and there was only one train available. Upon arrival of this train at the stockyards, both claimed it, but after considerable argument,

one of them drew his "six-shooter" and shouted, "This is my train!"—waving for his cowboys to drive the cattle into the loading pens. Such was the method of settling arguments in that day.

Time and progress, however, have changed all that. Mr. Poage, on his recent visit, was unable to recognize a single Tulsa building as having stood when he lived there, and few of his acquaintances remain. Among the few are Mr. Hall, who came there to the Frisco in 1882, the others and the years in

which they came are: George Bullett, 1882; T. E. Smiley, 1884; H. C. Calhoun, 1885; H. C. Davis, 1886; Dave Shelton, 1887; George Mowbray, 1888; R. E. Lynch, 1887; Dr. S. G. Kennedy, 1891; C. B. Lynch, 1891, and William Lynch, 1891.

Stockton. Oklahoma: Floyd Balleu, Vernon Denton and Carl Fleming, all of Custer City, and Cloyce Oakley, Helena.

The following 4-H Club members were guests of Frisco Lines: Arkansas: Darrell Pridmore, Fayetteville. Kansas: George Neil, Fort Scott, and Jay Williams, Burden. Missouri: Gene Morris, Mount Vernon, and Vernon Hagler, Salem. Oklahoma: Benton Thomason, Helena; Ruby Edgar, Soper; Aaron Numley, Madill; Hulin Lane, Broken Bow; Carl Lair, Cloud Chief; Bernard Bowers, Drumright; Betty Mayfield, Grove; Troy Cannon,

Henryetta; Vera Brogden, Tishomingo; Jack Ledbetter, Okemah; Inez Crain, Clayton; Hazel Ashby, Wynnewood; Paul Heffner, Tahlequah; Lewis Dupree, Vinita, and Martha O'Conley, Utica.

A Connoisseur

"Mother, is father in the fruit business?"

"No, son. What put that idea into your head?"

"Well, when he took me for a walk the other day, he met Uncle Harry, and all they talked about was peaches, pippins and dates."

NEEDLES TO TURNTABLES

(Continued from Page 5)

ment and one could mention unique as well as more common articles of a surprising variety.

On the right of the store room is a platform on which is stored heavy repair parts for locomotives, such as wheels, cross heads, eccentrics, cylinder heads, grates, etc., which do not need to be under cover and which are exposed to the weather. A loading track runs between the building and the platform, which makes it convenient for the loading of this bulky material.

To the back of the platform mentioned above, is an acre and a half used for the storage of track materials, and a gasoline and torpedo shed.

The items of track material are also numerous and include picks, shovels, scythes, signal material, switch stands, woven and barb wire.

The barrel rack holds steel barrels of gasoline and paints, coal oil, long time burner oil and car oil. Approximately 21,500 gallons of gasoline are used monthly; 30,000 gallons of coal oil; 7,000 gallons of long time burner oil (used in signals which burn continuously), and 30,000 gallons of car oil.

The fuses, torpedos and matches are housed in a small shed on the platform, and an estimate shows that 250 gross of torpedos and 250 gross of fuses are used per month.

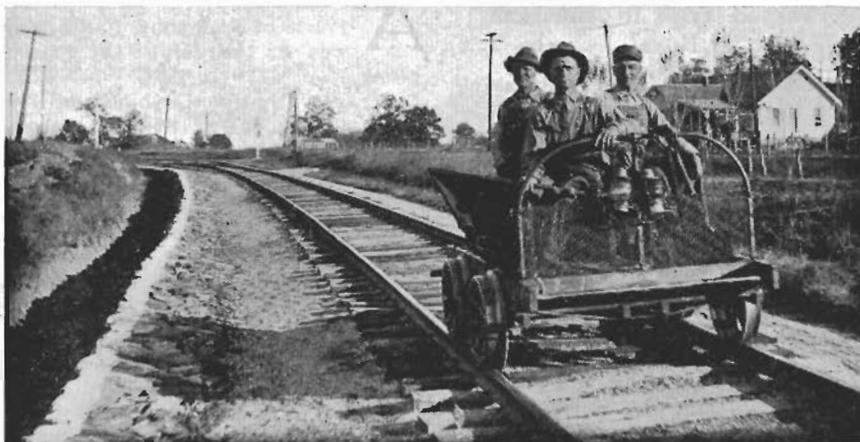
Waste, for packing, is another big item, with two car loads consumed monthly, and although the item of flags, used on engines may seem a small one, 2,000 of them are used each month.

It is difficult to realize, with the vast number of section men employed on the road, that a half a car load of scythes are used each year to cut the weeds on the right-of-way.

To the north of the store department is a lumber yard, which covers an area of four or five acres, from which lumber is furnished to the freight car and locomotive department. The passenger car lumber, or lumber used in repair of passenger cars, is stored at a yard at the West Shop.

Besides needles, turntables, locomotive wheels and whatnot, the store department carries a stock of groceries used on the wrecking crews and which are ordered, as is the balance of the material, on requisitions. Molasses, corn starch and baking soda are also used in quantities, not in foodstuffs, but in making cleaners for various purposes.

Only a brief outline of the various items which go to make this depart-

Excellent Track on the Central Division

THE fine stretch of track in the above photograph is atop a mountain near Lincoln, Ark., in the heart of the widely known fruit producing section. The men, to whom a

large share of credit for the fine road bed is due, appearing on the car are, right to left, J. M. Jett, foreman, and Allan Savage and Jesse Layne, laborers.

ment one of the most interesting of any on Frisco Lines, is included in the above story. The fact that these thousands of articles are handled with such speed and efficiency, and also with such accuracy, may only be laid to one fact, that there is in force at the store department, one of the greatest systems of handling both material and men that will be found in any organization.

Visitors from many other roads have gone through it, and have been enthusiastic over its cleanliness, its efficiency and the system by which it is operated.

IN THE FRISCO HOSPITAL

The following list contains the names of patients confined in the Frisco Employes' Hospital in St. Louis as of Nov. 15, 1930. They will be glad to hear from their friends:

Reppert, J. C., Kansas City, Mo.
 Fox, John, Cuba, Mo.
 Scott, J. M., Monett, Mo.
 Eaker, W. F., Van Dusen, Mo.
 Hall, J. J., Kansas City, Mo.
 Bradley, Otto, St. Louis, Mo.
 Jochum, E. J., St. Louis, Mo.
 Squibbs, H., Monett, Mo.
 Abbott, A. S., Salem, Mo.
 Meador, W. M., Springfield, Mo.
 Saner, C. C., Sapulpa, Okla.
 Barnett, F. M., Newburg, Mo.
 Wietuechter, George, St. Louis, Mo.
 Birmingham, J. C., Portia, Ark.
 Speak, Joe, Springfield, Mo.
 Hulen, J., Van Buren, Mo.
 Rhodes, C. L., Springfield, Mo.

Benson, C. L., St. Louis Mo.
 Clay, H. L., St. Louis, Mo.
 Deaton, George, Willow Springs, Mo.
 Hickey, C. C., Kansas City, Mo.
 Hood, A. J., Clinton, Mo.
 Kelley, Ambrose, Monett, Mo.
 Kennedy, H. L., Yale, Tenn.
 Nettleton, Uley, Hoxie, Ark.
 Reaves, E. L., Ft. Smith, Ark.
 Trusty, T. E., Jonesboro, Ark.
 Watson, C. O., Springfield, Mo.
 Whitaker, Oral, Chaffee, Mo.
 DeBerry, L. M., St. Louis, Mo.
 Ferguson, Dr. J. P., Springfield Mo.
 Gallion, R. J., Carl Junction, Mo.
 Marberry, W. L., St. Louis, Mo.
 Whitsett, Murray, St. Louis, Mo.
 Davis, S. L., Guntown, Miss.
 Dean, Harry, Manchester, Mo.
 Fowler, J. B., Ft. Scott, Kan.
 Edlin, Joseph, Jones, Okla.
 Hatcher, R. B., Merriam, Kan.
 Williams, W. F., Enid, Okla.
 Ketcham, T. J., Sullivan, Mo.
 Campbell, Ernst, Blue Springs, Miss.
 Dillon, Miss Ada, Enid, Okla.
 Christie, H. T., Broseley, Mo.
 Burgess, W. E., Chaffee, Mo.
 Davis, W. M., Brownwood, Mo.
 Wooldridge, L. F., Springfield, Mo.
 Aiello, Joe, St. Louis, Mo.
 Clements, J. W., Memphis, Tenn.
 Du May, Henry, Chaffee, Mo.
 Smith, John, Sapulpa, Okla.
 Busby, George, Garvin, Okla.
 Durham, W. T., Grubbs, Ark.
 Schneider, F. D., Carthage, Mo.
 Wolfe, J. C., Newburg, Mo.

"Sometimes," remarked a long-suffering parent, "I think that college bred means a four-year loaf."

E. R. JOHNSON CITED

Wichita Switchman Saves Woman and Child From Crossing Accident

WHEN the heroes of 1930 are recorded, E. R. Johnson, 41-year-old Frisco switchman, of Wichita, Kan., will undoubtedly be given a conspicuous place on the list for his valorous action on August 7, last, when, at great risk to himself, he saved the lives of a woman and a boy. However, had it not been for an element of chance, his modesty would have prevented his heroic act from coming to light, for it was in the investigation of another matter that it was discovered by officials.

It happened that at about noon on the day mentioned that Johnson was riding a cut of forty freight cars out of the Frisco make-up yard in Wichita, standing atop the back car and using his back-up whistle frequently and loudly. As he neared Washington avenue, which is crossed at right-angles by the track, he noticed a woman and a small boy standing on the track watching a passing Santa Fe train and apparently oblivious to the approach of the cars on the track on which they stood. Johnson blew the whistle repeatedly, but was unable to attract their attention as the noise of the Santa Fe train drowned the sound. The car on which he stood was traveling at the rate of about 10 miles an hour and it was very evident that unless something was done quickly, the two persons on the track would be run over. In fact, there was only one thing that could save their lives and that was what Johnson did. He jumped from the car and pulled the woman and boy from the track just in time to prevent their being run over. Luckily, he received no injuries other than a bruised back and a slight jarring which were not of sufficient severity to keep him from work. He worked the remainder of the afternoon and the ensuing days as though nothing unusual had occurred, not even mentioning the happening until asked about it by officials sometime later. He has been highly commended by operating department officials.

Mother (indolently): "Willie, you've been a naughty boy. Go to the vibrator and give yourself a good shaking."



E. R. JOHNSON

Letters of Praise from Frisco Friends

From Mr. W. R. Thompson, president of the Ozark Hardwood Lumber Company, to O. W. Bruton, superintendent of terminals, Springfield, Mo.

"We feel that a letter is due you in appreciation of the service which you have rendered our company and we can assure you this service which you have rendered us has made it possible to take care of our customers in a manner that has proven very satisfactory.

"Conditions as we find them are: the customer allows his stock to run out entirely, then wires us to get a car in transit and he wants it delivered the next day and the service which you have given us has gone a long way toward helping satisfy our trade.

"Through the efforts of Mr. McCain in the matter of our rates, we have been able to give you considerable business to Michigan and Canadian points which you otherwise did not enjoy. The fact that Mr. McCain has given our matters his personal attention, we have been able to favor you with practically all of our Pacific coast business.

"We surely appreciate someone telling us when we have rendered them good service; therefore, we are taking this opportunity to tell you of our appreciation of the service which you have been able to give us."

From Mr. W. Kenneth Noble, Noble Machine Company, Fort Wayne, Ind., to G. M. Forrester, general agent, Springfield, Mo.

"We are just in receipt of your wire stating that delivery of the Konz printer was effected November 5.

"We very much appreciate the service you have rendered us in regard to this shipment and we will not forget you in routing your future shipments."

From Mr. Ray Penge, owner of the Consumers Coal and Oil Company, Enid, Okla., to J. W. Maring, agent, Enid.

"I want to thank you for the splendid service and co-operation just rendered us in connection with the handling of ten cars of coal that moved over your railroad to us here in Enid. Can assure you that we appreciate the good service given us."

From Mr. A. B. Davis, manager of the Lubbock (Texas) Chamber of Commerce, to Mr. H. G. Snyder, traffic manager, Frisco Lines, Oklahoma City.

"On behalf of President Overholser

of the Oklahoma City Chamber of Commerce, Mr. C. E. Maedgen, vice-president of this organization, and myself, I want to express our deep and sincere appreciation for the courtesies extended us on our trip from Oklahoma City to St. Louis on March 5th.

"Your steward, Billy Herzog, certainly took care of us in fine shape and we had the pleasure of eating with him as we came out of St. Louis on the Texas Special on Friday evening, March 7."

From Mrs. G. H. Elmore, Birmingham, Ala., to D. F. McDonough, traffic manager, Frisco Lines, Birmingham, Ala.

"I want to commend your railroad for its painstaking efforts in the return of a lorgnette left by me on the Frisco, between Memphis and Birmingham, on January 19, 1930.

"It was more than a month before I went to the office to inquire about the lorgnette, but it was promptly returned to me."

From Mr. Harry B. Rutledge, Norman, Okla., secretary, Oklahoma Press Association, to L. W. Price, general agent, Frisco Lines, Oklahoma City, Okla.

"Allow me to express the appreciation of the Oklahoma Press Association for the courtesy shown us by your railroad during the recent trip to Woodward of the Association on its Silver Jubilee Convention. Your officials were very fine and extended every courtesy.

"Trusting that the trip may be of value to you as well as to the Oklahoma Press Association, I again thank you."

A Horizontal Hailstorm

"Laws, Mose," gasped Sam as they ran up the country lane with some chickens tucked under their arms, "why do you s'pose dem flies follow us so closely?"

"Save yoah breff and keep gallopin'," said Mose, "dem ain't flies. Dem's buckshot!"

A Pleasant Refund

Smith: "That pretty girl over there mistook me for her brother once and gave me a kiss."

Jones: "What did you do?"

Smith: "As the kiss was not for me, I returned it."

PATTON WINS TITLE

Frisco Engine Foreman Is New Oklahoma Speed Boat Champ

DOWN in Oklahoma, Jake Patton, Frisco engine foreman in charge of switching in the refinery yards of the Mid-Continent Petroleum Company at Tulsa, has been crowned outboard motorboat racing champion as a result of his skillfully piloting the Mid-Continent's speedy little entry, "Miss Diamond," to



PATTON IN ACTION

victory in a thrilling series of races on Spavinaw Lake, early in September.

Patton is the undisputed king of Class B racing drivers and his spectacular rise to this pinnacle position was accomplished in the short time of one racing season. He upset the dope in every race he entered during the competition in preliminaries to the state championship events and before the end of the season it was freely predicted that the Mid-Continent's boat would set the pace for other competitors, and order of one, two, three finish in the Class B event "Smiling Jake" led the others as follows: "The Diamond," driven by Patton, first and champion with 1,400 points. "Miss Deep Rock," driven by Alfred Hall, Ponca City, a former champion, second, and C. H. Challacombe, of Okemah, third.

Patton's record is one of unusual prowess in overcoming more experienced racers and adverse driving conditions. His array of loving cups and other trophies won in succession at Oklahoma City, at Spavinaw on July 4 and at Okmulgee two weeks later and his final victory in the championship heats attest to the fact of his all-around racing ability.

The first Class B heat, held on Monday of the two-day racing program that comprised the championship meet, provided more upsets than are

Arkansas' Bid For "Largest Melon" Title



At various times during the past summer and fall, newspapers in different sections of the country have carried reports of "the world's largest watermelon" being raised in their respective localities with the most of these record-breakers weighing in the neighborhood of one hundred fifty pounds, but the one in the above photograph, which was contributed to the Magazine by W. W. Hughes, Frisco engineer of Hope, Ark., eclipses them all by reaching the one hundred sixty-four and three-quarter pound mark and surely must be that much talked of "world's largest melon." It was raised by Oscar Middlebrook, a farmer living near Hope. The young gentleman standing with his hand on the melon is W. W. Hughes, Jr., sixteen-month-old son of Engineer Hughes.

ordinarily seen during an entire regatta. Of the four boats starting, only one, George Coleman's entry, finished. Patton, Alfred Hall and Clarence Challacombe all overturned at the northeast buoy.

Patton, however, dried his motor and returned to take the second and third heats. He was beaten out of first place during the day by Coleman, but piled up a sufficient number of points to take the championship handily.

The Bright Pupil

Teacher: William, what is the highest form of animal life?
William: The giraffe.

Song of the Joy Rider

The heathen has his idols,
The Hottentot his queen;
But give to us the guy who put
The gas in gasoline.

FRISCO LOSES, 15 to 9

The Frisco's Sunnyland Club Baseball team of Kansas City journeyed to Springfield on September 28 and met the Queen City Dairymen in the White City park there, to lose a hard fought struggle by a score of 15 to 9. The score, however, is not indicative of the stellar opposition which the Kansas City aggregation gave the Springfield team, for the visitors tied the dairymen in the number of hits, each team getting 13. Bad breaks and errors were largely responsible for the Frisco team's defeat.

The Kansas City employes were welcomed to Springfield by the Frisco employes there, who arranged for the visitors to be entertained during the morning, giving them choice of a two-hour automobile trip over the city or access to a golf course. The game, which began early in the afternoon, brought out a good-sized crowd with a heavy representation of Frisco people.

GARDEN PRIZE PRESENTED

System Award Given Geo. Morris at Monett Meeting October 29

THE presentation of the award for the most outstanding and beautiful flower garden in the 1930 system-wide garden contest to George Morris at Monett, Mo., on October 29, occasioned one of the largest and most successful meetings of the Frisco Employees' Club that has been held there in recent months. Approximately 100, including a sizable representation of officials, were in attendance.



R. G. Kaufman, president of the club, presided over the meeting which was opened in the city hall at 7:30 p. m., and the award of the prize—a large loving cup and \$20 in gold—was made by Don B. Fellows, Frisco florist, who commended Morris on his fine showing and told the meeting of the beautification program's splendid growth over the system. Ellis Nunnelly was also commended and received \$5 in gold for his assistance in watering the plants and flowers in the station garden during his night tour of duty. Following the presentation J. E. Hutchison, vice president in charge of operation, spoke. The program of entertainment at this meeting was featured by old fashioned music from a quartet of which Morris is a member.

Prior to the award of the prizes, the club elected officers for the ensuing year. C. J. Kunz, recently appointed agent at Monett, was chosen for the presidency and L. A. Manley was elected vice president. Mrs. Pearl E. Lewis was elected secretary. Besides Mr. Hutchison, the following officials were in attendance: C. J. Stephenson, assistant general manager; J. L. McCormack, superintendent of freight loss and damage claims; H. W. Hudgen, director of accident prevention; W. L. Huggins, Jr., director of publicity; J. A. Moran, superintendent; D. E. Gelwix, division engineer; G. H. Jury, assistant superintendent, and J. S. Wood, water service engineer.

No Rest for the Wicked

Disappointed Convict—(back on the rock pile after several years)—“T'ain't altered a bit, 'as it? I thought after all these years they'd have introduced some labor-saving devices.”

FRISCO ON THE AIR

“The Honeymooners,” a half hours' radio skit, sponsored by the St. Louis-San Francisco Railway Company, went on the air over station WDAF at Kansas City at 8:00 p. m. Wednesday, November 5. The broadcast will be a regular weekly feature over this station during the winter months, and “The Honeymooners,” Daisy and Bill, will be heard between 8:00 and 8:30 each Wednesday evening. The feature is a part of the Frisco's advertising program for winter travel to Florida.

AGENCY CHANGES

The following were installed permanent agents at the stations which follow their names:

Albert G. Dupree, Avard, Okla., October 28. Luther S. Melton, Arkinda, Ark., October 8. William F. Brentlinger, Beggs, Okla., October 6. Edward G. Kilpatrick, Fairland, Okla., October 11. Ollie L. Harrell, Franks, Mo., October 27. Otis E. Hayes, Millerton, Okla., October 16. Samuel J. Huntsinger, Quilin, Mo., October 21. Edward Schlicht, Schuller, Okla., October 13.

The following were installed temporary agents at the stations which follow their names:

Addison C. McQuigg, Afton, Okla., October 22. Cleo G. Hartness, Bennington, Okla., October 21. Giles H. Jones, Hickory Flat, Miss., October 13. Ollie L. Robinette, Huxford, Ala., October 14. Cecil L. Raymond, Quilin, Mo., October 4. Clarence E. Rawls, Schuller, Okla., October 10. Robert L. Prince, Wheatland, Okla., October 27.

Effective October 9, Aylesworth, Okla., opened as a ticket only agency. Joseph L. Harper was installed ticket agent.

Change of agents made at Lebanon, Mo., October 6. Joseph F. Lick was installed temporary agent.

Edward T. Connor was installed permanent city ticket agent at Oklahoma City, October 21.

Change of agents made at Snyder, Okla., October 26. Horace E. Rust was installed permanent agent. No audit of accounts was made, as cashier handled this. Orvan G. Autry had been acting agent since September 7.

Emor D. Chaudet was made acting agent at Springfield depot ticket office, vice C. E. Clark, August 26.

SOUTHERN DIV. WINS CUP

Two factors lent exceptional interest to the award of the Accident Prevention Merit Cups for the third quarter of this year. Central division made the best record ever achieved in the mechanical department in the ratio of casualties per 1,000 man-hours to win the mechanical department cup, and the Southern division nosed out seven very close ranking divisions and terminals to take the transportation cup. Both cups are back to the points where they were originally placed in the field by President J. M. Kurn on January 1, 1927.

The Central division mechanical department held its casualties down to .0070 per 1,000 man-hours during the third quarter which compares quite favorably with .0276 and .0206 during the second and first quarters respectively when this division ranked third. West shops, Springfield, was second during the third quarter, with .0317 casualties per 1,000 man-hours, and Northern division was third, with .0414.

Southern division transportation department had .0250 casualties per 1,000 man-hours during the third quarter which is a somewhat less impressive record than it had in the second quarter when it was in third place with .0204. During the first quarter there were .0345 casualties per 1,000 man-hours there and this division ranked tenth. The Springfield terminal was second during the third quarter with .0259 casualties per 1,000 man-hours, Kansas City third with .0261, Memphis fourth with .0266, Birmingham fifth with .0290, Northern division sixth, with .0295 and River division seventh with .0303.

WATCH HAND TOOLS

More casualties were suffered by Frisco employes in the use of hand tools during the month of October than from any other source, according to a report on the subject, issued October 17, by H. W. Hudgen, director of accident prevention, Springfield, Mo. Of a total of 191 casualties on the system during that month, 36, or 18.8 per cent, occurred in the use of hand tools. Four of these were in the transportation department, 11 in the maintenance of way, and 21 in the mechanical department.

The report includes a detailed list of the circumstances in which the injuries occurred, chief among which are the following: Wrenches slipping off nuts. Hit by sledge in co-worker's hatchet. Fingers cut with knife. Using cant hooks—hooks slipping. Misplaced tools, falling, flying, etc.