

SWATTING PER DIEM!

Employees over the entire system are striving to save per diem, as the examples of several outstanding cases of rapid handling, which follow, show.

E. A. Teed, superintendent of terminals at Birmingham, reports that at 3:30 p. m., March 22, car Sou-111561, loaded with coal for Pratt City, Ala., was delivered to Frisco Lines by the Southern Railway at Birmingham and moved out in the first train going to Pratt City, which was the Bessemer run, leaving East Thomas at 7:30 a. m., March 23. The car was set out for unloading at Pratt City at 8:30 a. m. on that same day and was unloaded by 1:30 p. m. It was picked up by the Bessemer run on its return from Bessemer Branch at 2:40 p. m. and moved to East Thomas. It was delivered to the Southern Railway at 10:40 p. m. that evening, the entire handling of the car costing the company but \$1 per diem.

At Springfield, Mo., Car M-K-T 46615, loaded with cattle for the Springfield Packing Company, arrived at 11:10 a. m., March 17, was unloaded and moved in train 136 to Fort Scott for delivery to the M-K-T, leaving Springfield at 2:45 p. m., March 17.

On March 17, Car Santa Fe 51615 and nine other Santa Fe cars loaded with cattle for Beaumont, Kan., were received from the Santa Fe at Wichita. They were moved to Beaumont on No. 332 where they were unloaded and then moved empty to the Santa Fe at Severy at 9:05 p. m. the same day they were received. These cars moved 66 miles and cost no per diem.

J. L. Stinson, agent at Rogers, Ark., effected some very speedy handling of foreign equipment on March 25, when Car MP 46209 arrived there at 2:00 a. m. in Train 734. The car was unloaded and returned to Van Buren in Train Extra 4007 at 10:35 p. m. on the same day it was received.

P. E. Pender, agent at Steele, Mo., reports that Car MP 61628, loaded with coal for Weaver & Garret of Steele, was loaded at Orient, Ill., March 25 and was delivered to Frisco Lines at Delta by the Missouri Pacific, March 26. The car was received at Steele at 3 p. m., March 27, and placed and delivered to the consignee at that time.

V. L. Banks, agent at Hiwasse, Ark., reports that Car NP 6469, loaded with 80 barrels of lime sulphur, was billed out of Kansas City, March 16, and was received at Hiwasse at 9:20 a. m. in Train 759, March 19. The consignee was notified and unloading was started immediately. The car moved back to Rogers in Train 758 at 2:10 p. m. on the same day it was received.

On March 24 at 2:30 p. m. a firm in

Old Timers Honored at Sapulpa

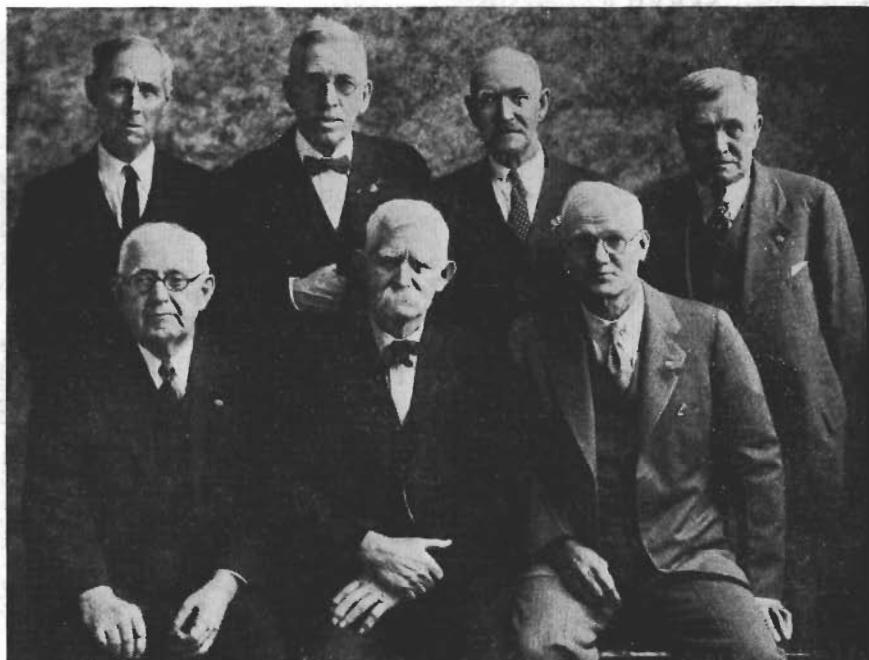


Photo courtesy Tulsa World

APEARING in the accompanying photograph are the honor guests of the banquet which Division 578 of the Brotherhood of Locomotive Engineers gave at Sapulpa, March 16, as a mark of tribute to W. L. Miller and P. F. Geraghty, veteran Frisco engineers, who were retired recently. In the lower row, from left to right, are George Salsman, a retired engineer, who came from Springfield to attend the banquet, and Mr. Geraghty and Mr. Miller, both of whom live in Sapulpa. The upper row, reading from left to right, includes Al Geyster, Monett, Mo.; J. W. (Uncle Bill) Morrill, Pacific, Mo.; P. J. (Pat) Lillis, Sherman, Texas, and F. D. Davis, Monett, Mo., all pensioners.

Featured on the banquet program was the presentation to Mr. Miller of a "40-Year" badge in recognition of his conscientious service and unbroken affiliation with the B. of L. E., and the presentation of a leather bill-fold to Mr. Geraghty as a token of regard from the organization. The awards were made by "Uncle Bill" Morrill.

Memphis called the Warren Fish Company of Pensacola, saying if a car could move out of Pensacola in time to reach Memphis the next day, they would give an order for a car of fish. This information was relayed to the traffic department, which advised the Warren Fish Company that the move-

ment could be arranged and the order was accepted. An empty refrigerator car was placed for loading at 3:20 p. m. and the loading was completed at 5:10 p. m. It was pulled out by a switch engine and moved on Train 938 at 6 p. m. to reach Memphis by 5 p. m., March 25.

Mr. Miller began his railroad career on the Santa Fe in 1897, joining Frisco Lines in 1898. He came to Sapulpa in 1901 and has lived there since. He was on a passenger run from 1914 until retirement. He is secretary of the Sapulpa division of the B. of L. E.

Mr. Geraghty started with the Union Pacific in 1882, as a member of a floating gang. He worked on several other roads and came to Frisco Lines in February, 1907, as an engineer on the Southwestern division, serving in that capacity until retirement, June 5, 1930.

The banquet, which was prepared by the G. I. A. auxiliary of the B. of L. E., was attended by about eighty persons. Jimmie Turriff, chief engineer of the division, was toastmaster, and J. W. Bowley of Springfield, general chairman of the general committee of adjustments, addressed the gathering on the "Importance of Maintaining the Brotherhood's Pension System." Robert Francis, traveling engineer, Tulsa, Okla., also made a brief speech in honor of the "grand old men" of the road.

**FOR MERITORIOUS
SERVICE**

NORTHERN DIVISION

March 17—Chas. Newton, trainmaster, Lenexa, Kan., was informed by a passing motorist that two telephone poles were burning. He took lantern and bucket and extinguished flames. Commended.

March 18—W. Wicker, section foreman, Joplin, Mo., found a brake beam down on Missouri Pacific Car 120807 near Webb City and notified train crew. Five merits.

March 24—S. A. Jackson, engineer, roundhouse, Kansas City, found a brake beam down on Car SF 148541. Commended.

March 16—Virgil Holland, station helper, Liberal, used privately owned automobile to help passenger make connection with a train she had missed. Ten merits.

April 6—C. S. Roberts, agent, Girard, Kan., called section foreman to repair switch which had been damaged by a runaway team and protected No. 118 while switch was repaired. Ten merits.

March 25—A. J. Rhoads, conductor, Fort Scott, Kan., inspected Car SF 86959 at Cherokee and found that it was a car of slack instead of a car of company coal for Beaumont as it was listed, then had the operator call Pittsburg and found that it was commercial coal for Strauss. Five merits.

April 1—Dave Devol, section foreman, Hammand, Kan., noticed a brake beam dragging from car in Train 141 and flagged the train. Five merits.

SOUTHERN DIVISION

March 14—J. D. Holland, brakeman, Thayer, Mo., was on second 136 and noticed brake beam down on Car SF 146266 in X-4107, South, as that train headed into a siding at Willow Springs for his train and notified the crew on X-4107, South. Five merits.

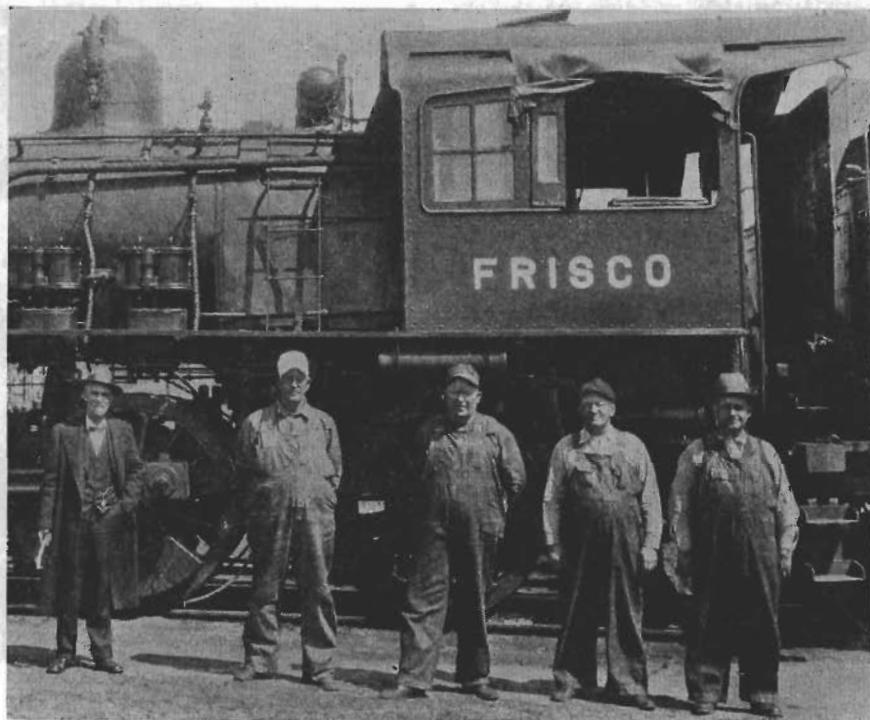
April 9—R. A. McClelland, operator, Turrell, Ark., noticed front trucks sliding and all brake shoes hot on box car in Train No. 136 as it passed Turrell. Commended.

March 21—John Fennel, colored brakeman, Pratt City, Ala., found brass hub plate at Bergens and carried to the engine. The plate was carried into Birmingham and used again. Commended.

WESTERN DIVISION

E. D. Osborn, cashier-operator, Cor dell, discovered broken rail on passing track at Main street crossing and

Here is 1,071 Pounds of Man-Power



THE picture above represents 1,071 pounds of man-power and 119 years of service in the Frisco's local crew on trains 54 and 55, between Clinton and Springfield, Mo. Each of the men in the picture, with the exception of E. P. Wirth, brakeman, freight and passenger conductor, weighs over 200 pounds.

From left to right they are: E. P. Wirth, 32 years' service, weight 160 pounds; E. H. Fuller, engineer, 29

years' service, weight 260 pounds; A. W. Liffee, fireman and extra engineer, 19 years' service, weight 230 pounds; C. S. Kline, brakeman and freight conductor, 21 years' service, weight 212; Geo. Church, brakeman and freight conductor, 18 years' service, weight 209 pounds. Both Mr. Kline and Mr. Church served in France during the World War in the capacity of train conductors on French railroads.

notified section foreman. Five merits.

February 18—C. E. Jones, brakeman, Enid, found rail partly turned over on a curve while on Train 661. The rail partly turned over under the train which was moving slowly and an accident was avoided. Section men were notified and repairs made. Five merits.

RIVER DIVISION

February 23—R. R. Owens, brakeman, detected broken arch bar on CBQ 15510 while brakeman on Train 835. Commended.

A. Tipton, conductor; B. McCammon and R. G. Stackhouse, brakemen; Geo. Aubuchon, engineer and Chas. Stucker, fireman, repaired train line on SF 147265 while section forces unloaded cinders and avoided delay. Five merits each.

February 22—Ray Smith, section foreman; Virgil Collier, section laborer; Ewing Helms, trainmeeter and

R. F. Ludwig, agent, all of Biggers, Ark., assisted in fighting fire which damaged SF 40646 at Biggers. Commended.

February 24—Frank Morgan, dispatcher, Chaffee, had No. 806 stop at Oran, Mo., so that engine could go to a mill there and get all loads and empties, placing them at the north end of passing track, thereby avoiding damage by fire which destroyed a milling company's power plant there. Commended.

February 24—Chas. Stroud, conductor; L. S. McConachie, engineer; J. P. Slaughter, fireman, Guy Smith, brakeman and Finis Barnes, porter, assisted in moving cars to prevent damage by fire at Oran. Commended.

CENTRAL DIVISION

March 29—Parley Yaw, engineer, gave valuable service at a derailment while off duty. Ten merits.

**"TED" BANISTER PROMOTED
Becomes Traffic Manager at
Birmingham, April 15.**

WITH a view to strengthening the Frisco's soliciting forces at Birmingham, S. S. Butler, general traffic manager announced that, effective April 15, D. F. McDonough, traffic manager at Birmingham, was promoted to executive general agent, with T. H. Banister, formerly general agent at Memphis, appointed in Mr. McDonough's place at Birmingham. J. E. Springer, assist-



T. H. BANISTER

ant traffic manager at Birmingham, was appointed division freight and passenger agent at Joplin, vice W. L. Coleman, resigned from the service. M. W. Dunkin will take Mr. Banister's place at Memphis.

Mr. McDonough entered the service of the KCM&B railroad in 1895. He was advanced five years later to traveling freight agent at Atlanta, Ga., then to commercial agent at Birmingham in 1905; division freight agent in 1909 at the same point, and inspector of transportation at Springfield in 1918. From March, 1920, to May, 1928, Mr. McDonough served as division freight agent at Joplin, Mo., and was appointed to the position of traffic manager at Birmingham, October 15, 1928.

Mr. Banister came to the Frisco on July 1, 1924, as a soliciting freight and passenger agent at Wichita, Kansas. He was sent to Memphis in September, 1927, made commercial agent there in May, 1928, and promoted to general agent in October, 1928. Prior to his service with Frisco Lines he

***W. S. Merchant Promoted to Assistant General
Traffic Manager***

M R. W. S. MERCHANT, who was appointed passenger traffic manager of Frisco Lines on September 15, moved up another step in the organization on May first, when he was made assistant general traffic manager. Announcement of his appointment to the new position was made by S. S. Butler, general traffic manager, just seven months and fifteen days after his elevation to the passenger traffic management.

Mr. Merchant will continue to direct the activities of the passenger department, but will also assist Mr. Butler in handling the duties evolving upon him from the freight department.

Since 1909, when he became traveling passenger agent for Frisco Lines out of the New York City office, Mr. Merchant has had a wide and varied experience in both the freight and passenger departments of the railroad. He served as district passenger agent at Cincinnati prior to the World War, and was director of transportation for the eighth federal reserve district at St. Louis during the Liberty Loan organization of war times. At the close of the war, he returned

had a general banking and sales experience and just before his connection with the Frisco he was with the Federal Match Corporation of New York City and represented them in several large American cities. He is a World War Veteran, having served for 13 months in the medical department and was discharged as a first class sergeant. He is a native of Springfield, Mo., where he was born in 1896.

Mr. Springer entered the service of the old KCFS&M Railroad on March 1, 1898, as a night operator at Mountain Grove. He became soliciting freight agent at Oklahoma City in 1903; industrial agent in St. Louis from 1910 to 1913 and had considerable industrial and development work for the Frisco from that date until March 1, 1920, when he became division freight agent at Tulsa, Okla. He was transferred to Atlanta, Ga., in 1920 as general agent in the freight department and served there until October 15, 1928, when he was appointed assistant traffic manager at Birmingham.

Mr. Dunkin, formerly in the local freight office at Memphis, was appointed soliciting freight agent, September 1, 1924. He was made traveling freight agent September 1, 1927, and on October 16, 1928, was made



W. S. MERCHANT

to Chicago as general agent, and became general eastern agent at New York City in 1923, serving there until his promotion to passenger traffic manager of the company in St. Louis, on September 15, 1930.

traveling freight and passenger agent.

Mr. J. W. Mahanay succeeds Mr. Dunkin, and enjoys a wide acquaintance in Memphis and the adjacent territory. He came to Memphis about seven years ago from St. Louis, as chief clerk in the Frisco's passenger office. When the freight and passenger offices were consolidated, he was made traveling freight and passenger agent. He is active in civic and fraternal affairs and served one year as monarch of Mazda Grotto.

ENGLAND TO KANSAS!

Frisco Lines recently played the part of an important link in a transportation chain responsible for the speedy movement of an Adams filter from York, England, to Columbus, Kan., for use in a sewage plant there.

The filter left Liverpool, England, on the steamship "Cedric" February 28 and arrived in New York March 11. It cleared the customs there and was billed out of New York in Car DLW 66203 March 16. The movement slip shows that it was received from the terminal in St. Louis at 10:15 a. m. March 19 and arrived in Columbus at 11:20 a. m. the next day and placed on the team track there the day received.

PICK CAMPING SITE

St. Louis Grotto Buys 1,400 Acres in Phelps County on Frisco

CAMP sites in the Ozarks along the Frisco's right of way have always been considered among the most beautiful in this part of the country. The fact that this country makes an ideal site for a fishing and hunting lodge was further emphasized when members of the Alhambra Grotto of St. Louis, a social organization of the Masonic Order, took a trip over Frisco Lines with members of the Frisco's passenger department and selected 1,400 acres in Phelps County, 114 miles from St. Louis as hunting and fishing grounds.

The site was selected after this group had made an extensive tour of the Ozarks and each member was most complimentary and enthusiastic over the purchase.

The land was acquired from four owners for \$20,000. The Little Piney River runs for a mile and a half through the tract. Into this the Izaak Walton League will dump from 30,000 to 60,000 game fish, hatched in nearby preserves, and a number of wild turkey will also be released on the 1,400 acres.

Two buildings which housed Union troops during the Civil war will be used as temporary quarters for members who wish to take advantage of the hunting and fishing privileges of the club. The buildings are now being made over into comfortable lodges. At a later date, a number of small cabins will be erected.

The land is well timbered with the exception of about 200 acres. Part of it will be cultivated and it is understood that an airplane landing field will be located on the cleared ground. Damming of tributary streams will create a number of ten-acre lakes.

The Alhambra Grotto has about 5,000 members and was founded in 1913. The main office of the organization is at Grand boulevard and Magnolia avenue. This building will be retained.

RECIPROCITY!

That courtesy and good service pay big dividends is axiomatic, but it would be difficult to find an instance in which the effectiveness of courteous service is more tangibly demonstrated than in the example set forth in the correspondence between C. L. Leiss, manager of the grain department of the Shellabarger Grain Products Company of Decatur, Ill., and Harrison Will, division freight and passenger agent of St. Louis, which is outlined below.

On April 1, Mr. Leiss wrote Mr. Will

This Wreck Happened Fifty Years Ago



IT LOOKS disastrous, but nobody was hurt when this little diamond-stacked "44" laid down by the right-of-way and took a rest!

As you've guessed, this picture was made a long time ago—fifty years ago, to be exact, in 1881, and was sent to the *Magazine* by R. P. Martin, retired agent of Chickasha, Okla. In telling of the incident Mr. Martin says that at the time he was agent at Sarcoxie.

It seems no one was responsible for the wreck. The section men had removed a rail, put their flags out in approved manner and had gone to dinner when engine 44 came in sight over the top of the long grade. The entire crew, with the exception of the engineer, were riding in the caboose. There was not a care on their minds, for it was a nice warm summer day and the old "44" was steaming well.

Then the engineer called for brakes! Hand brakes! The train was going very slow, but even at that there was not time to set them and the fireman, seeing the inevitable ending of his run, hopped off on the platform and was ready to assist the engineer who climbed through his window after the wreck with but a few slight scratches and no broken

as follows:

"Wish to thank you for the treatment extended my father and mother on their trip to Afton, Okla. From their report the trip could not have been improved upon.

"We are at last in a position to reciprocate in a way for your kind treatment by shipping a car of Soybean Oil, PGX 1522, to Dallas, Tex., with instructions to give it to you

limbs. He had displayed wonderful bravery, sticking to his post until the last minute, trying to save his train, and after the investigation was over, he was the only member of the crew to be discharged. Mr. Martin does not recall his name, nor the name of the brakeman, but the conductor on this train was Will Shipley. The real cause of the wreck was never brought out in the investigation.

Mr. Martin is now living at Chickasha, Okla., and is in excellent health. He began his railroad service in July, 1879, working at various points on the system and finally winding up his Frisco career as agent at Chickasha, Okla., when he was retired March 5, 1923.

"It is wonderful to note the improvements within the last fifty years," Mr. Martin writes. "I remember the old link and pin couplers which were used to couple on to one of those little dinky engines and with which we would try to do some railroad business."

Mr. Martin sends best wishes to the Frisco in his letter to the *Magazine* and personal regards to his many old-time friends.

at St. Louis. The car will go forward this week."

Mr. Will acknowledged this letter thanking Mr. Leiss for patronage of Frisco Lines, and on April 14 he received a letter from Mr. Leiss advising him of another car of Soybean Oil which the company was shipping to Dallas with instructions that it should go from St. Louis via Frisco Lines.

E. W. HOLCOMBE RETIRES Veteran Rate Man Leaves Desk After 42 Years' Service

MARCH 31 was an important day in the life of E. W. Holcombe, chief rate clerk in the Memphis local freight office, for it marked the close of 42 years and four months faithful service with Frisco Lines. Secondary in significance only to his retirement was the expression of esteem his fellow employes gave him on that date.



E. W. HOLCOMBE

On reaching his home after his last day of active service, he was most pleasantly surprised to find that his fellows had presented him with a handsome traveling bag and an autograph album containing the signatures of all of his office mates. As Mr. Holcombe expressed it in a letter, addressed to S. L. Oliver and fellow employes:

"It will be impossible to convey in words an adequate expression of the feeling of gratitude I experienced on my return home last evening. The handsome bag alone has given me great pleasure, but the testimonial of your good will, with its mottoes, loyalty, friendship and remembrance filled me with emotion I have rarely felt before. My wife had been crying over it an hour and I am not ashamed to confess that I had to mingle my tears with hers."

Perhaps more outstanding than the length of Mr. Holcombe's service was the fact that during the 30 years he worked in the Frisco office at Memphis, he never lost a day from his work because of illness. He reached the age of 70 years on March 8 and

TULSA IN LEAD

Tulsa had the fewest errors in handling freight during March in the Group One division of stations that compete for least error pennant awards, according to the monthly statement issued April 13, by J. L. McCormack, superintendent of freight loss and damage claims, Springfield, Mo. This is the fifth consecutive month that the Group One pennant has been won there. Only ten errors were made at Tulsa in handling 20,572 shipments. Springfield was second in Group One, handling 30,144 shipments with 53 errors.

In Group Two, Birmingham had the best record during March, making the fourth consecutive month that station has won the pennant of the group. Fourteen errors were made there in handling 13,125 shipments.

Hugo and Chaffee of Group Three, each had a perfect record in March. These two stations also had perfect records during February. Hugo was permitted to hold the pennant during the first 15 days of April and Chaffee the remainder of the month. A total of 2,977 shipments were handled at Hugo in March and 2,435 at Chaffee.

is still erect, agile and in the best of health. He was born March 8, 1861, at Charlottesville, Va., and his school days were spent there. At the completion of his high school studies, he entered the University of Virginia, where his father occupied the chair of constitutional law. He was graduated there at the age of 22, and after the death of his parents a few years later, he entered the service of the old Kansas City, Fort Scott & Memphis Railroad at Kansas City in November, 1888.

He held various positions in the freight office there and when the Kansas City, Fort Scott & Memphis was consolidated with Frisco Lines, he came to Memphis, entering the local freight office where after a short time he was promoted to the position of chief rate clerk. He retained that position until retirement and was considered by his fellow workers and many shippers as the foremost rate man in Memphis.

He married Miss Mary McFarland July 3, 1900, at Kansas City, Mo., where he was located at that time. They now live at 1162 Englewood in Memphis. He and Mrs. Holcombe have never had any children. They will celebrate their thirty-first wedding anniversary on July 3 of this year. Mr. Holcombe's hobby is reading, and he prefers ancient and medieval history.

TRAINS 97.8% ON TIME

4,351 Passenger Trains Make Excellent Record During March

FRISCO Lines passenger train performance during March was again a matter in which the company can quite justifiably take pride. A total of 4,351 passenger trains were operated on the system during the month and were 97.8 per cent on time, a report issued by the office of the general manager, April 6, discloses. This compares with February of this year, when 3,884 trains were 97.6 per cent on time.

Among the Frisco divisions, River had the highest percentage of trains on time. The 796 trains operated there during March were 99.2 per cent on time, which compares with February of this year when 720 trains were 99.2 per cent on time.

Second highest percentage was made on the Southern division, where 798 trains were 98.9 per cent on time during March. During the preceding month 672 trains were 97.3 per cent on time there.

Northern division operated 1,051 trains 97.9 per cent on time during March. This was the third highest percentage made and compares with 952 trains operated 97.3 per cent on time there in March.

CASUALTIES DECREASE

Total casualties on Frisco Lines decreased 19.1 per cent during March and 27.1 per cent during the first three months of this year, both in comparison with the corresponding periods of last year, according to the monthly report issued April 6 by the accident prevention department, Springfield.

Employe casualties decreased 26.9 per cent during March and 36.2 per cent during the first quarter, both compared with last year. The maintenance of way department had the greatest decrease among the different departments with a 35.8 per cent reduction in March and a reduction of 41.2 per cent during the first three months. Mechanical department had the second greatest decrease during March, a reduction of 28.5 per cent and transportation was second in the first quarter with a decrease of 38.6 per cent. During March the transportation department had a decrease of 20.7 per cent and for the first three months of the year the reduction in the mechanical department was 33.3 per cent.

Bill: It's tough when you have to pay 50 cents a pound for meat."

Will: "Yes, but it's tougher when you pay 25 cents a pound."