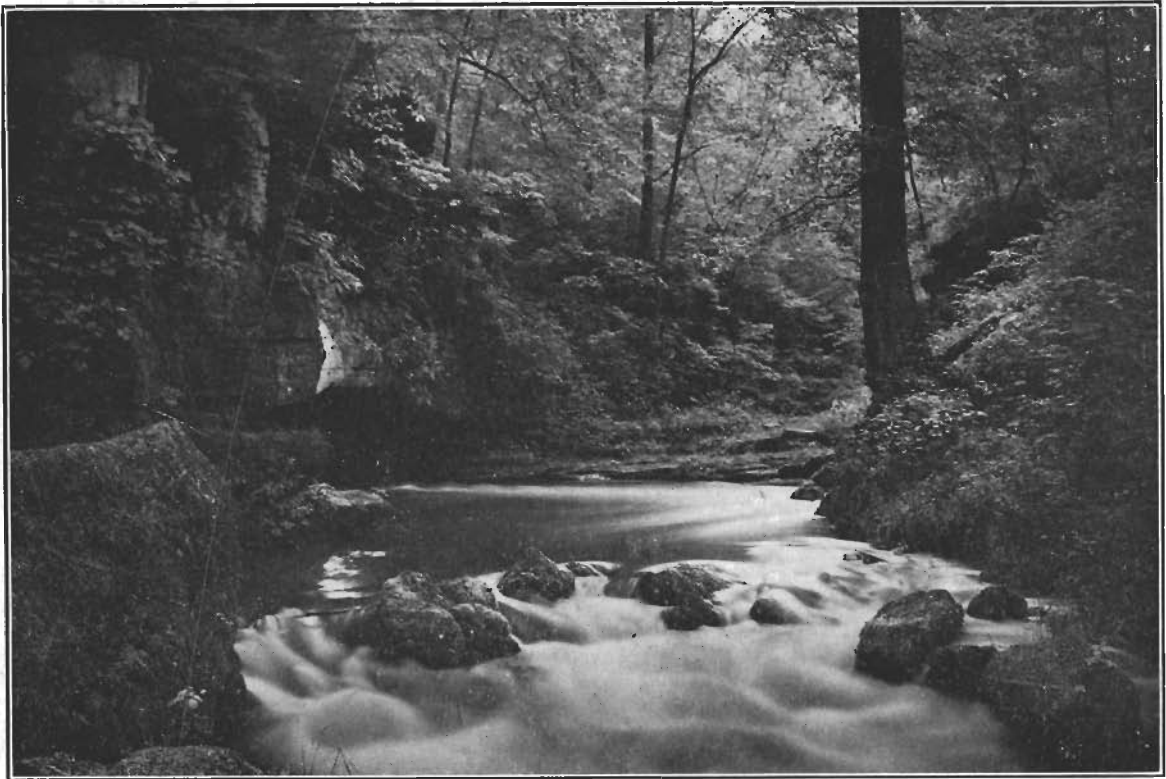


THE FRISCO EMPLOYEES' MAGAZINE

Vol. XI

JUNE, 1933

No. VI



(Courtesy, Missouri Magazine)

A VIEW OF GREER SPRINGS, NEAR THAYER, MO.

(See Page 2)



The June Graduates' Number



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The FRISCO EMPLOYEES' MAGAZINE

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Vol. XI

JUNE, 1933

No. 6

THE COVER

The delightful picture of Greer Springs, on the cover of this month's magazine, was loaned to the *Frisco Magazine* by the Missouri Magazine, of Jefferson City, Mo.

Greer Springs is located 16 miles from the City of Thayer, and is recognized by the leading geologists as one of the four largest springs in the entire world. Its maximum flow would supply the people of New York City with 100 gallons to a person daily. In other words, the City of New York has a population of more than five million, and Greer Springs, at its maximum, flows 539 million gallons of water every 24 hours and a minimum of 220 million gallons in the same length of time.

Greer Springs rises near the head of a deep canyon or ravine, 200 feet deep and with perpendicular walls. The spring first comes out of a cave as a much smaller spring, but about 100 feet below the cave opening is the big spring proper. At times the upper mouth is dry. Greer Springs has an unvarying temperature of 49 degrees throughout the year, and it flows with such force from below that the water boils up about two feet above the general level. The spring empties at the end of a canyon, one and one-quarter miles away, into the Eleven Point River, and a large territory is drained by this stream to the Northwest.

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THE FRISCO EMPLOYEES' MAGAZINE

The Frisco Employees' Magazine is a monthly publication devoted primarily to the interests of the active and retired employees of the Frisco Lines. It contains stories, items of current news, personal notes about employees and their families, articles dealing with various phases of railroad work, poems, cartoons and notices regarding the service. Good clear photographs suitable for reproduction are especially desired, and will be returned only when requested. All cartoons and drawings must be in black India ink.

Employees are invited to write articles for the magazine. Contributions should be typewritten, on one side of the sheet only, and should be addressed to the Editor, Frisco Building, St. Louis, Mo.

Distributed free among Frisco Employees. To others, price 15 cents a copy; subscription rate, \$1.50 a year. Advertising rate will be made known upon application.

MEMBER



PIONEER WOMAN FRISCO TELEGRAPHER

IN A recent endeavor to locate the first woman telegrapher of Frisco Lines, *The Frisco Employees' Magazine* has found several women who are pioneers in Frisco service. One of them is Mrs. F. W. Hull, who now resides in Wichita, Kansas. She learned telegraphy in the little station at Beaumont, Kansas, in 1880, after six months of study, and served the Frisco Railroad for five years.

Although Mrs. Hull is a busy housewife of Wichita, Kans., at this time, she is always interested in affairs of the Frisco. Her early days of pioneering, and her description of Wichita before it became the city it is today, make one believe that all the color and romance of railroading today pale into insignificance when the pioneer life of the '80's is unfolded in story form.

Mrs. Hull was born Jennie Herring, in Litchfield, Mich., in 1865. Her father, N. Herring, was employed by the Rock Island and the family moved west in 1879. They first moved from Michigan to Trenton, Mo., and made the trip there in a covered wagon. She calls that wagon the "little house on wheels". It was drawn by two sturdy horses. At her age it was a glorious adventure, making the trip west, and the little family had many a scare as they passed groups of Indians, dressed in gaily colored blankets and beaded dress, but their fears were in vain for they were never molested by Indians, although, she says, she never got used to them.

She attended school in Trenton, but in 1879 her father heard that they were building the road into Beaumont, Kansas, in fact into Halstead, Kansas. There was no station or depot there at the time, but J. C. Payne, who served the railroad as operator in a crude little building, resigned in favor of Mr. Herring. It was difficult to get operators or agents to stay in such a desolate place.

Soon the depot was erected and three lovely rooms were built above into which the Herring family moved. There were no houses in Beaumont—no stores—only groups of Indians passing two and fro—occasional work trains, freight trains and a few passenger trains.

Before the station was built they lived in the "little house on wheels" and Mrs. Herring, who wanted to help her husband get started in his western location, decided to cook the meals for the section gangs working

Mrs. F. W. Hull of Wichita was "Key-Pounder" at Beaumont in Early Eighties

on the track. The nearest place to eat was 25 miles and the men went to and fro on a work train, but not after they found out how excellent a cook they had a Beaumont.

J. C. Payne, the former agent, made the remark that he believed Jennie could learn telegraphy, and so he had a key installed upstairs and by instructing her in its use, she began to



MRS. F. W. HULL

interpret messages and with help learned to send them. Finally she secured the position of operator, and her father remained there at Beaumont as agent.

Then the early settlers started coming in and staking claims, and Mrs. Herring fed them all for a modest sum. They secured their supplies from Severy, Kansas, and Jennie Herring remembers going to Severy on the work train many a day to bring back supplies of food. Potatoes were purchased by the gunny sack, and she can remember when canned tomatoes were a luxury. Cattle roamed the prairies—there were no fences and when winter came the

snow drifted mountain high.

Finally a storekeeper came to Beaumont and established a little store and things were not so difficult to get. The post office was also established in this store. It was easy to purchase beef, and Mr. Herring had hogs which furnished meat, lard and sausage for the table.

With the new settlers came the bad men of the west. Mrs. Hull remembers that there were two murders at Beaumont during the time she was operator and one night they got her out of bed to send a telegram to Eldorado to have the Sheriff come and get a fugitive.

Those were the days of real winter weather, of packed ice and snow, which stood for months, and one day, as the Herring family were snug and warm in their little station, word came that one of the passenger trains had been stalled in a snow drift and that there were sixty-five people aboard. Fortunately the train was only half a mile from the little station. Mr. Herring, hired a horse and wagon and they drove to the train and took the people off. Mrs. Herring sent her blankets and warm clothing and finally the last of the isolated passengers was safe in the station house. Then came the matter of feeding them and of providing a place for them to sleep.

A section house, which stood adjacent to the station, was fitted up for the men, and Mrs. Herring cared for the women in her small quarters. Hay was thrown on the floor of the section house and a fire was built in the stove and the men found the quarters as comfortable as they could expect. So enormous was the crowd that Mrs. Herring could only cook two meals a day and the coffee was made in a big wash boiler. One boy who was taken from the train had both hands frozen and had to be fed. The little store was taxed to capacity to supply food for the passengers, and finally the Herring's bought the entire supply, and before the train could get through the drift, all that was left was pork, canned tomatoes, bread and coffee. But the passengers were most grateful for the care they had received and finally departed on their train three days later.

Soon the antelope and wild game began to move further west to make room for the early settlers. These settlers brought sheep with them and there was much wool shipped from the station at Beaumont. F. W. Hull

(Now turn to Page 14, please)