

the members of the Ladies' Auxiliary, and Mrs. J. W. Beckerleg, wife of Frisco engineer, of Springfield, and first vice-president of the Auxiliary, announced that no plans had been made for a meeting of the Auxiliary. Martha Moore suggested that the same officers, elected in 1931, remain in office until the next meeting. These officers are: Mrs. Chas. Ring, Monett, president; Mrs. J. W. Beckerleg, first vice-president; Mrs. Jame Rich, Kansas City, second vice-president, and Mrs. E. W. Keithley, third vice-president. Miss Nora Coffer was elected secretary. The motion carried.

And at this juncture the clock struck 9:00 and the business meeting was concluded, and the members of the Veterans' Association, and members of the Ladies' Auxiliary were loaded into buses and departed for the Casino and a day of real sport.

Twenty-two members of the Old Timers' Club (whose membership includes only those employes who have been placed on the pension roll with forty or more consecutive years of service), met immediately after the big general meeting to discuss affairs of interest to their club.

S. L. Coover, pensioned conductor, served as president of the club and he presided at the meeting. The welcome news that no dues would be collected for 1933 was received with applause.

The first order of business was the election of officers, and Wm. Henry, retired mechanical inspector of Monett, Mo., with 44 years and two months' service to his credit, was elected president. J. A. French, former agent at St. James, Mo., whose service totals 52 years and 1 month, was elected vice-president. W. D. Bassett serves as permanent secretary of the organization.

George Daniels, retired engineer of Ft. Smith, Ark., suggested that a rising vote of thanks be given the citizens, the hotel, and all who had tried to make the trip to Pensacola most pleasant for the veterans. The members stood in acknowledgement of their appreciation.

The secretary was instructed, also, to send a letter of appreciation to Mr. Kurn from the Old Timers' Club, thanking him for the special train which carried them there.

It was suggested that the next meeting of the members of the club be held at St. Louis in the fall of 1933, when these men contemplate the celebration of the anniversary of the Frisco's advent into St. Louis. The date was left open, but all members will be advised of the time and place of meeting in advance.

Promptly at 9:30 the meeting of the Old Timers' Club was adjourned, and buses were waiting to take the members and their wives to the Casino.

The Casino is located on Santa Rosa Island, reached by a four-mile causeway built across Pensacola Bay. Those who spent the day on the beach at that island will never forget it. The sand was as white as sugar, the skies a baby blue, and the water, rolling in with the tide, was various shades of green.

Just one look at that inviting scene and most all the veterans tore off to the lockers for a swimming suit, and were soon being tossed back and forth by real salt water waves. Nobody minded sunburnt heads or noses, and they forgot every care that may have come into their lives, and turned into boys again, ducking each other, jumping through the big rolling waves and otherwise enjoying every minute of the swim.

Out on the pier, which stretched far out into the water, fishing poles were numerous and there was a veteran fisherman behind each pole. This pier stretched out into the Gulf of Mexico for about 500 feet, and those veterans who were not in the water, were pulling "big ones" out of the Gulf and it would be difficult to say which sport was enjoyed the most.

Many of the wives of the veterans went for a swim, and those who did not care to get completely covered with salty water, couldn't resist taking off shoes and stockings and wading along the beach.

They sat under big umbrellas provided for their comfort, and they

walked along the beach, picking up pebbles and shells to take back home to the folks, and they were all reluctant to stop and go to the big Casino dining room, where they were all served with a chicken dinner at 2:00 p. m. There were some 500 at the dinner and all were seated at once in the spacious dining hall. The orchestra was most accommodating and played the favorite songs of the old veterans, and between bites they joined in on the chorus of a number, clapped their hands to the rhythm, and in every way enjoyed the meal in a carefree manner.

The announcement that J. M. Kurn had arrived at the Casino to greet the veterans, caused them to hurry through the meal and file out toward the beach where he was surrounded by groups (ten deep), shaking hands and thanking him for his generosity in giving them the special train. Mr. Kurn was more than anxious that the veterans enjoy this trip to Pensacola and felt amply rewarded when he heard their praise. He posed for several pictures and visited with groups until time for them to depart to the city for their return trip home.

The special train left Pensacola, Fla., at 5:30 p. m., on the night of May 23rd. The veterans and their wives boarded the train, with paper sacks of oranges, grapefruit, huge bunches of magnolia blossoms and other things which they might carry back with them as mementos of the glorious sojourn in Pensacola.

They walked through the train, after it had departed, commenting on the various things which interested them most, and there was not a dissenting note to the suggestion that the 1934 reunion be held in Pensacola.

The train arrived in Memphis early the next morning, and the crowd was separated, the St. Louis and River division delegation leaving on train 808 and the delegation to Springfield, and points west and north, leaving on their special train at 7:15 a. m.

It would be difficult to give enough praise to those who had anything to do with this trip. For so large a crowd, the handling was perfect. C. H. Baltzell and J. L. McCormack worked hand in hand for weeks before the reunion, lining up all events, making up the schedule, etc., and Mr. Baltzell made a trip to Pensacola, lining up the places where the veterans might secure luncheon, dinner and breakfast.

W. H. Crow, general agent, and Mrs. Crow, Charles W. Miller, agent, and Mrs. Miller, and Howard Humphreys, superintendent of terminals at Pensacola, acted as Frisco hosts and hos-

## IN APPRECIATION

May 28, 1933.

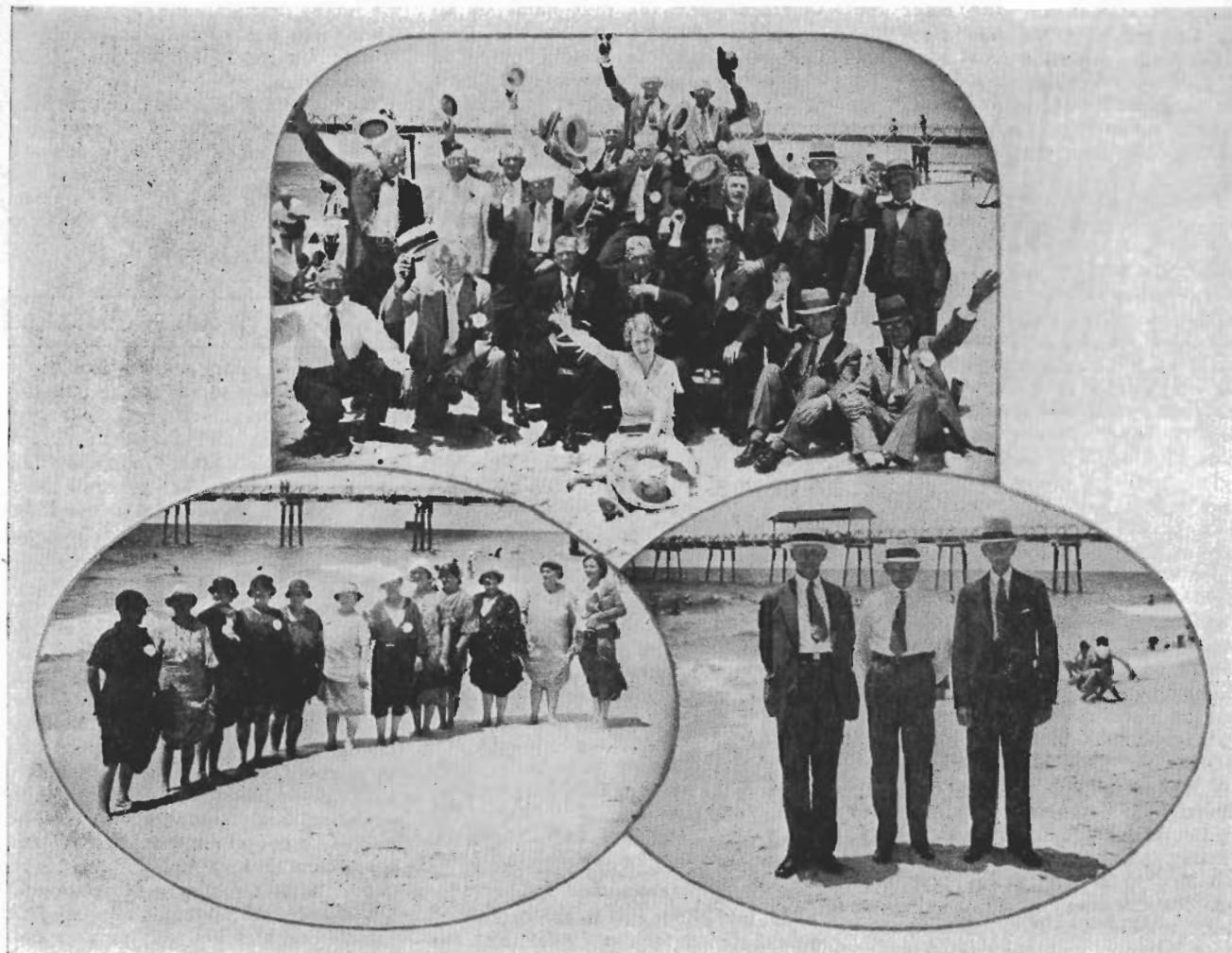
Frisco Magazine,  
St. Louis, Mo.

We are using this means of thanking the veterans and friends who were so kind and did so much for Mr. Reif and myself during our trip and his illness on the way to the reunion. We wish to thank one and all who contributed in any way to his care and in assisting us in getting home.

I am glad to report that Mr. Reif is better and able to be out in the yard again. Trusting we will not need the hospital again soon, and thanking all again,

I am,

Respectfully,  
Mr. and Mrs. A. C. Reif,  
Cape Girardeau, Mo.



The combined service records of the men in the top picture (members of The Old Timers' Club) total 735 years. They are, reading from left to right (bottom row): C. B. Coleman, engineer, Bentonville, Ark.; Evan Ragan, engineer, Kansas City, Mo.; Dan McCarthy, car inspector, Kansas City Mo.; J. E. Woodward, B&B foreman, Golden City, Mo.; T. E. Burgess, engineer, Springfield, Mo.; S. P. Hendrix, section foreman, Springfield; R. R. Beardon, conductor, Springfield. (Second row): J. W. Morrill, accident prevention agent, Pacific; W. H. Crow, general agent, Pensacola; W. I. Elliott, roadmaster, Ft. Scott; E. J. Wells, engineer, Springfield; W. H. Mead, engineer, Kansas City, Kans.; Mike Clarey, water service repair man, Paola, Kans., Robert Aaron, roadmaster, Pasadena, Calif.; A. W. Hellman. (Third row): S. L. Coover, conductor, Springfield; J. A. French, agent, St. James, Mo.; Geo. Robson, engineer, Springfield; T. W. Hogue, agent, Mt. Vernon, Mo. Note: Jim Abbott, of the Pensacola Motor Coach Corporation, is directly behind W. I. Elliott, but unfortunately his face is hidden by a hat. Motor coaches owned by that company furnished service for the vets and their wives to all points of interest. The young lady in the foreground is an honorary member of The Old Timers' Club.

Many of the wives of the veterans didn't care for a swim, but they couldn't resist a "wade", which they are shown enjoying in the above photograph, to the left. In the group, left to right are: Mrs A. C. Rief, Mrs. Don Parr, Mrs. A. T. Brown, Mrs. S. T. Clutter, Mrs. A. M. Trimble, Mrs. R. V. Connor, Mrs. S. P. Hendrik, Mrs. T. G. Hart, Mrs. R. F. McDonald, Mrs. V. G. Sisk, Mrs. Chas. Schmitz and Mrs. Carl Wright.

Some service with the Frisco, represented by the records of the men in the picture to the right, below. Left to right: J. A. French, retired agent at St. James, service 52 years and 1 month; C. B. Coleman, retired engineer, Bentonville, Ark., 50 years and 5 months, and Robert Aaron, retired roadmaster, with 40 years and 2 months, who came all the way from Pasadena, Calif., to attend the reunion. The long pier and the beach at Pensacola are shown in the background.

tesses, and in any other capacity throughout the stay of the veterans, and even before the reunion, reserved rooms and lined up all events in splendid shape.

Jim Abbott, of the Pensacola Coach Corporation, had a huge task, which he took care of in a most creditable manner, that of seeing that buses

were always at the beck and call of the veterans to convey them to the various points of interest in Pensacola. H. A. Carroll, manager of the Casino, gave the veterans splendid service at the big dinner, and cooperated in every way to place all concessions at the Casino at their disposal.

L. C. Hagler, manager of the San Carlos Hotel (which was headquarters for the reunion), is to be complimented on the many courtesies extended the veterans by his staff, and A. F. Landstreet and Phil Sauchas are deserving of special mention. The rooms were commodious, the service in the dining rooms delightful, and

ample arrangements were made for the care of both business meetings.

Particular attention must be called to the many courtesies extended by the business interests and others at Pensacola, which had much to do with making everyone feel completely at home.

The crews which handled the special train out of Springfield and return, as well as the crews which handled train 807 out of St. Louis, and 808 on the return, are also to be complimented on their smooth runs, and there was not a veteran on either train, on the going or returning trip, but who wanted to know who manned the engine and the name of the conductor. Most members of the crews were eligible to attend the reunion.

The Pullman Company could not have sent a more able representative than L. W. Worthington, who took care of the reservations and saw that those who used the Pullman cars at night, were made comfortable. E. D. Chaudet, soliciting freight and passenger agent at Springfield, accompanied the party from Springfield to Memphis, and assisted materially in making Pullman reservations for the greater number of the group of 450.

Other members of the official family, who attended the reunion, included J. N. Cornatzar, assistant chief traffic officer from St. Louis; S. J. Frazier, superintendent, Yale, Tenn., and Mrs. Frazier, F. C. Freiburg, general freight agent at St. Louis, and Mrs. Freiburg, and B. G. Gamble, master mechanic, and Mrs. Gamble.

The luncheons and dinners served at Chaffee, Mo., were real events, and proved to be a most delightful interruption in the all-day trip for the St. Louis group.

Before the party left the Casino, W. H. Van Horn, as spokesman for the veterans, presented Martha Moore with a traveling bag in appreciation of her efforts in assisting with the program, Pullman reservations, etc., and through these columns she wishes to express her sincere appreciation of their remembrance.

### SIDELIGHTS ON THE REUNION

There were many veterans present who had not missed a reunion, and among them was Mike Egan, of Republic, Mo., who serves the Frisco as section foreman at that point. His service with the Frisco totals 41 years. Mrs. Egan accompanied him.

The name of Smith and Jones didn't have a chance at popularity with the Coleman group, at the Reunion. What do you think we found? Three

Colemans, and the first name of all three was BERT! There was Bert Coleman from the freight office at Springfield; Bert Coleman, retired engineer from the Bentonville Branch, and Bert Coleman, B&B foreman from Pittsburg, Kans.!

Did you hear about J. L. McCormack, secretary of the reunion, exchanging shoes? Well—the story is that Wm. Kuhn, switch engineer, and wife had the lower, beneath Mr. McCormack's upper berth. Upon retiring, McCormack placed his shoes under the lower berth, and upon arising, grabbed two shoes.

Along in the afternoon, Veteran Kuhn flopped down in a chair in the lobby of the San Carlos Hotel and complained to his wife that his right shoe hurt him. McCormack went merrily on through the day. The longer Kuhn studied that right foot, the surer he was that the shoe didn't match the left one. So, in the comfort of the big arm chair, he figured that he had exchanged shoes with McCormack. McCormack's foot happened to be a wee bit smaller, and so he hadn't noticed the switch, but he was "grabbed" as he raced through the lobby, and the two exchanged shoes. D. Forsythe was on the verge of arresting McCormack, but since the shoes were changed back correctly, he couldn't find a charge to place against him.

My, my! Such red faces—foreheads, noses, etc., on the trip back, and the Unguentine flowed freely. Nobody minded the sunburn, however, for that dip in the Gulf was worth it.

Mr. Kurn was as happy greeting the veterans as they were in greeting him. It has been a long time since he has been with them at a reunion, and their appreciation of his presence at this one, was most sincere.

Three cheers for J. L. McCormack, the hardest working secretary an association ever had. He was on the

### ORDERS TAKEN FOR PICTURES

Orders for the pictures which accompany the veterans' story, also the picture on the front cover, may be requested through the Frisco Magazine Department, St. Louis, Mo. The price is 50 cents each. These pictures are all good ones and the size is 8 x 10 inches.

Send your orders in as soon as possible and pictures will be mailed to you from the photographer at Pensacola, Fla.

job every minute, and enjoying the work. He had capable assistants in "Uncle Charley" Baltzell and J. N. Cornatzar.

"Uncle Billy" Morrill accepted the nomination and election as president of the association with deep appreciation. A little tear trickled down one cheek, for "Uncle Billy" was chosen from the big group to head them for next year, and the honor was truly a great one.

### PERTINENT PRESS PATTER

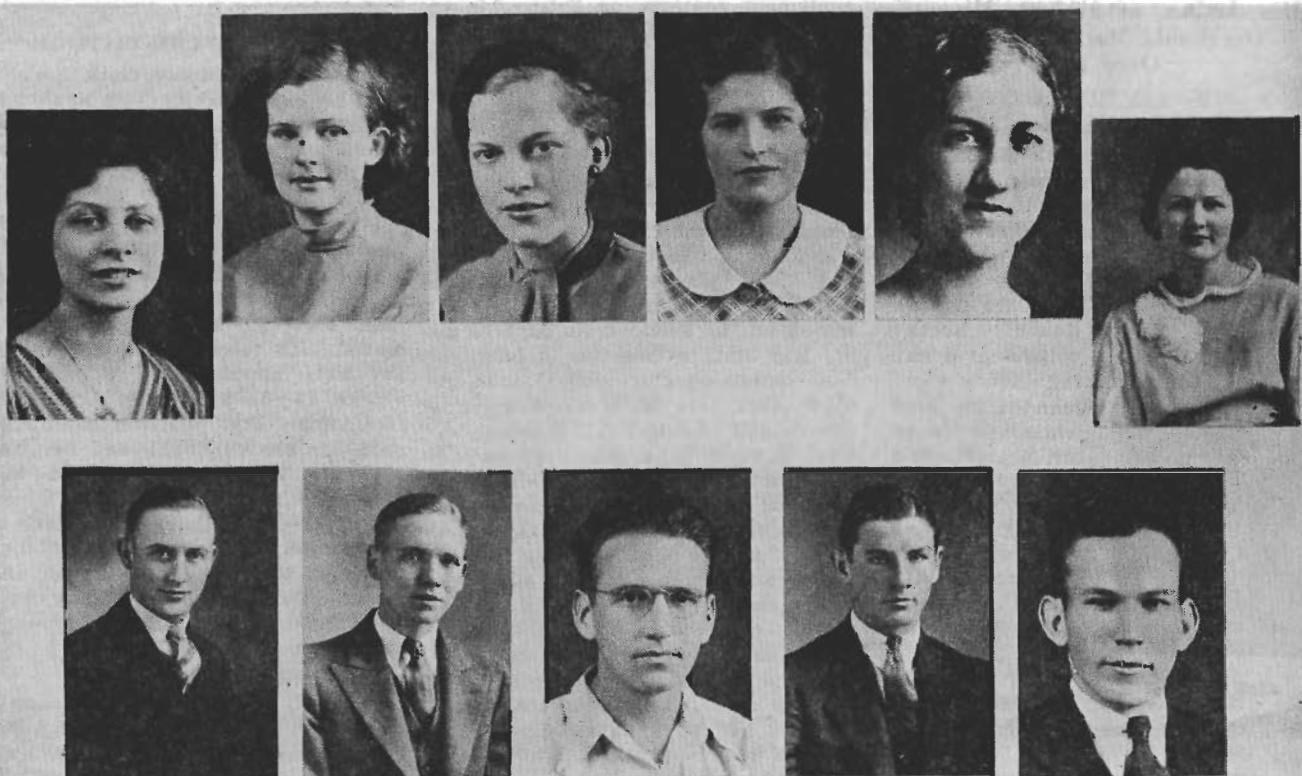
The older Frisco employes will be grieved to learn of the death, on April 16, of A. J. Davidson, former general superintendent and president of the Frisco Railroad, 1901 to 1909. His official retirement as general manager of the Spokane, Seattle & Portland Railway, on Friday, April 15, was followed by his sudden death on April 16. He was born April 14, 1863, in Decatur, Ill., and entered station service of the Chicago & Alton Railroad in 1880 and became a train dispatcher on the St. Louis-Southwestern Railway in 1888; he was superintendent of the Gulf, Colorado & Santa Fe from 1893 to 1898, when he entered the service of the St. Louis-San Francisco Railroad as superintendent of transportation, and from 1901 to 1904 he was its general superintendent, and president, 1904 to 1909, when he retired. After two years of retirement he joined the Spokane, Portland & Seattle organization, serving as superintendent, general superintendent, federal manager and general manager, until his health necessitated his retirement.

A good sized bulletin called "K. K. Knews", published by the Chickasaw Council, Boy Scouts of America at Memphis, Tenn., has just come to our attention, and devotes several pages to the reduced fare announced by Frisco Lines from Memphis to Hardy, Ark., where the Scouts will camp this summer. Schedules and rates via the Frisco are given prominent display.

The Kennett Manufacturing Company is a new furniture company located on Frisco Lines at Kennett, Mo. This company advertises the Kennett Lawn Furniture, in most attractive designs and made from close grained Missouri cypress, and shipped to the purchaser in an unassembled condition in a convenient carton. This furniture is being manufactured at Kennett and is becoming increasingly popular.

Townsend Miller, son of E. T. Miller, general counsel for the Receivers, was signally honored when, for the (Now turn to Page 11, please)

## Frisco Sons and Daughters of Willow Springs, Mo.



The group picture above is of the sons and daughters of Frisco employees, of Willow Springs, Mo., who graduate this year, from the Willow Springs High School and State Teachers' College. Reading from left to right, top row: Mary Ellis, 18, (salutatorian of class) daughter of John F. Ellis, mail clerk, Current River Division; Louise Abbott, 18, (class prophet) daughter of E. D. Abbott, telegraph operator; Catherine Farquharson, 18, (class historian) daughter of H. M. Farquharson, deceased roadmaster; Evelyn Hansen, 18, daughter of Martin Hansen, extra gang foreman; Fern Adams, 18, daughter of Hugh T. Adams, fireman; Irene Halbrook, 18, daughter of Dr. D. O. Halbrook, watch inspector.

(Bottom row): James Lee Livingston, 22, son of R. F. Livingston, agent, Willow Springs, former graduate of Willow Springs High School and a 1933 graduate of State Teachers' College, Springfield, Mo.; James Ray, 18, son of J. C. Ray, section laborer; John Frommell, 18, grandson of Phil Frommell, pensioned pumper; Alan Shenant, 18, son of Lew Shenant, bridge carpenter; Cecil Hurst, 18, son of Aaron Hurst, section foreman.

Franklin Francis, 18, son of Node Francis, bridge carpenter, is also a graduate of the Willow Springs High School, but his picture is not included in this group.

### FUEL PERFORMANCE ON THE FRISCO VETERANS' SPECIAL

D. L. Forsythe, general road foreman of equipment, kept a record of oil and coal used on engines 1513 and 1630, handling the Frisco Veterans' Special from Springfield to Pensacola and return, May 21 to 24. The performance between the various terminals is shown below:

May 21, from Springfield to Thayer, engine 1513, special, 7 cars; 966 passenger car miles, consumed 1,212 gallons of oil; shows 1.2 gallons. Engineer Cruise, Fireman Powell.

Same date, from Thayer to Memphis, 7 cars, engine 1513, 1,008 car miles, consumed 1,209 gallons; shows 1.1 gallons per car mile. Engineer Staley Fisher, Fireman John Sanders.

Same date, from Memphis to Amory, engine 1513, special, 14 cars; 1,792 car miles, 1,214 gallons of oil;

shows 70/100 gallons per car mile. Engineer McCullough, Fireman Bonner.

Same date, from Amory to Magnolia, engine 1630, 153 miles, 14 cars; Engineer Murdick, Fireman Thompson; consumed 12,000 pounds of coal, 2,142 car miles; shows 5.6 pounds per passenger car mile.

May 22, from Magnolia to Pensacola, 152 miles, engine 1630, 14 cars, 2,128 car miles; consumed 16,000 pounds of coal; shows 7.56 lbs. per passenger car mile. Engineer Norris, Fireman C. C. Webb.

May 23, from Pensacola to Magnolia, Engineer Norris, Fireman Webb, 14 cars, 2,128 car miles, 16,000 pounds of coal; shows 7.56 pounds per passenger car mile; engine 1630.

May 23, from Magnolia to Amory, 153 miles; special train, engine 1630, 14 cars; consumed 16,000 pounds of

coal, 2,142 car miles; shows 7.51 pounds per passenger car mile. Engineer Norris, Fireman C. C. Webb.

May 24, from Amory to Memphis, engine 1513, special, 14 cars; Engineer Wilson, Fireman Swan; consumed 1,207 gallons of oil; shows 66/100 gallons per passenger car mile.

May 24, from Memphis to Thayer, engine 1513, train special, 7 cars; Engineer Halstead, Fireman Milliman; 1,008 car miles, consumed 1,209 gallons of oil; shows 1.1 gallons of oil per passenger car mile.

May 24, from Thayer to Springfield, 138 miles, 7 cars; Engineer Woodruff, Fireman John McGilvray; 966 car miles, consumed 1,107 gallons of oil; shows 1.1 gallons per passenger car mile.

Departed from Pensacola 6:00 p.m., May 23, arrived at Springfield 2:57 p. m., May 24, 1933.

## BRAKEMAN HAS UNIQUE HOBBY

**Jim Amber, of Monett, Missouri,**  
Overhauls Markers on Lay-  
Over Days

By LINZY LLOYD

**E**NTERING the Frisco service, February 8th, 1887, Jim Amber, at present brakeman on trains 4 and 5, between Monett and Oklahoma City (with conductor F. T. Watson), has the enviable record of 47 years of continuous service without ever having been reprimanded for work while on duty.

Mr. Amber comes from a Frisco family, for his father, Joseph Amber, was an employe at the Frisco Shops in Springfield for thirty years.

JIM AMBER

Over a year ago Mr. Amber noticed that a large number of markers were badly in need of repair. Accordingly on his lay-over days in Monett, entirely on his own initiative he started reconditioning and generally overhauling all markers in and out of Monett Terminal. In the past year he has overhauled over sixty pair without any cost whatever to the company. This has grown to be quite a hobby and he puts his mark of identification on each one he has repaired. In this way it is possible for him to instantly identify those that have been under his supervision. For his unselfishness in this work, which is out of his regular line of duty, he is greatly appreciated by his fellow trainmen, and has received letters of commendation from operating officials from time to time.

He has worked for the following named superintendents during his 47 years of service: A. Veach, W. A. Thoms, J. R. Wentworth, F. E. Merrill, L. N. Bassett, H. F. Clark, E. C. Lillie, H. McKelvney, A. O. Hara, L. D. Button, H. H. Brown, O. H. McArty, J. M. Chandler, C. H. Baltzell, S. T. Cantrell, S. L. Raney, Jim Quinn, E. L. Fay, E. L. Magers, G. H. Schleyer, T. B. Coppage, C. R. Grey, C. H. Burr, H. Kotch, R. V. Miller and C. T. Mason.

Have you sold a ticket to the World's Fair from Frisco territory?

## NO PER DIEM PAID

Expedited movements of foreign equipment continue on Frisco Lines, and J. H. Doggrell, superintendent of transportation at Springfield, Mo., reports the following cases:

C&O 663, containing fruit jars for the Ball Brothers Glass Co., on the Okmulgee Northern Railway at Okmulgee, arrived in Frisco train at 2:30 a. m., May 31, delivered to the Okmulgee Northern Railroad connection 5:00 a. m., that date, car unloaded and empty placed on connection at 4:30 p. m., pulled from connection and moved out in Frisco train at 7:05 p. m., May 31st, in direction of home.

Seventeen cars of cattle loaded in T&P stock cars were received from the GC&SF Railway at Brownwood, Tex., at 12:38 p. m., May 21st, moved to Lightner, Tex., where they were unloaded and the cars returned to Brownwood and delivered back to the GC&SF at 9:10 p. m. same date without incurring any per diem while on Frisco rails.

Fourteen cars of livestock were loaded in foreign equipment received from the GC&SF at Brownwood, Tex., at 6:45 a. m., May 28th, moved to Mercury and were unloaded and the empties were returned to Brownwood, and delivered to the Santa Fe at 12:25 p. m. the same date received, without incurring any per diem while on Frisco rails.

Eleven cars of cattle loaded in foreign equipment received from the Southern Pacific at Ft. Worth, 7:00 a. m., May 29th, moved to Tolar and unloaded and the empties returned to Ft. Worth and delivered to the Southern Pacific 5:00 p. m. same date. No per diem earned on Frisco rails.

AT&SF 90662, loaded with contractor's equipment, arrived Butterfield, Mo., at 8:00 a. m. on June 5. The car was unloaded at 2:00 p. m. the same day and moved out in direction of home at 6:00 p. m., June 5.

## MOVIES TAKEN OF DINER

The City Ice & Fuel Company of St. Louis, Mo., had its representative, Richard Hardcastle, of the firm of Hardcastle & Associates, movie cameramen, make pictures of the interior of Frisco air-cooled diner No. 638, on the morning of June 5th. Mrs. M. C. Gordon and Richard Hardcastle, Jr., as well as Wallace Herdelein, of the American Car & Foundry Company, were in the party.

Train No. 8 was stopped at Pacific, Mo., and the party got aboard and went immediately to the diner and took the pictures while the train was in motion, completing the shots as the

## MERITORIOUS SERVICE

### SOUTHWESTERN DIVISION

May 28—C. D. Moore, clerk, Neosho, used his car in taking Tom Saxton to his home after arriving in Neosho on No. 9 and unable to secure a taxi. His record was credited with five merit marks.

May 22—W. F. King, section foreman at Henryetta, while train 531 was passing, observed brake beam down on SF 82819 and signalled for train to stop. Brake beam was removed. His record was credited with five merit marks.

May 13—T. J. Sledge, brakeman, Oklahoma City, discovered broken arch bar on ASIX 133, and car was set out of train. His record was credited with five merit marks.

May 11—A. B. Coley, yard clerk at West Tulsa, discovered a car listed as an empty to be loaded with flour and reported to office so disposition could be secured. His record was credited with five merit marks.

### NORTHERN DIVISION

May—C. R. Phipps, switchman, Okmulgee, Okla., discovered broken flange on SF 85697 recently at Muskogee. He reported same and repairs were made. His personal record was credited with ten merit marks.

### WESTERN DIVISION

May 5—R. L. Pitts, section foreman, Sumner, Okla., while inspecting passing train discovered broken flange on SF 85975. He reported same and repairs were made. His record was credited with ten merit marks.

April 27—E. J. Chadwick, section foreman, Casey, Okla., detected brake beam dragging train extra 1295 west, on April 26, also broken arch bar on car being handled in train on April 27. Repairs were made and his record credited with ten merit marks.

April 15—Bert Erwin, conductor, and C. E. Jones, brakeman, of Enid, were commended for repairing car SF 47152 of stock at Hobart, Okla., April 15, thus preventing delay to this car as well as to other cars of stock in the train.

train backed into the Union Station at St. Louis. The photographer later made shots in the St. Louis yards as the diner was re-iced for the return trip that evening.

The films are to be used in a series now being taken by the City Ice & Fuel Company of St. Louis. The entire party were delighted with the air-cooled equipment, which is of the latest design.