

An immense stage, built out to the water, has been erected, and in the foreground, near the grandstand, is a railroad track. The lighting effect, the announcers who sit at either side of the huge stage, the music and the pageant itself leaves one spell-bound, for the progress of transportation is unfolded to the spectator in the space of an hour or so. First comes the Indian, then the white settlers, the first boat, the horse and carriage, then the first old automobile, the first locomotive—with the ships passing before the grandstand far back stage, and the queer little locomotives passing on the track before the grandstand. Important personages of the times are introduced, men who impersonate the early builders of the railroads. Gradually the little railroad coach evolves into a modern one. And during the pageant comes the airplane—the first one, and this mode of travel is followed up to modern design.

As a closing finale, a gigantic modern locomotive of the New York Central glides under steam across the track and stands at one side, the airplane in back, and the motor car to the left, while a chorus of mixed voices close the pageant with an inspiring song.

Aside from the progress of transportation, brought vividly to eye, this

enormous spectacle is run off with a smoothness, almost incomprehensible.

Only a single railroad track is used, yet promptly on the dot one locomotive after another rolls across the stage, smoothly noiselessly, and the visitor leaves this spectacle with a feeling that one of the greatest things at the Fair has been seen and appreciated.

This show was at 7:00 p. m. When we came out the grounds were ablaze with color! Buildings which had seemed gaudy in daytime, were mellowed in the play of huge spotlights and concealed lighting effects. Lights — color — lights — color — milling throngs, buses hauling people from here to there—boats plying the lagoon—gondolas with boys imported from Venice to guide them. Oh, for a glimpse of this spectacle from the air!

And then we thought of the Sky Ride! Let's go!

We were whisked way up the tower and little cars cross the lagoon on a cable. It had much the sensation of an airplane ride and the spectacle from that height was startling. One got an idea of the magnificence of the Fair—its color—lighting—its compactness. And in two and a half minutes we were across and down the elevator and out again into the grounds. It

seemed like ten minutes—but the picture imprinted in memory for those few minutes will last a lifetime.

Now, what! It's funny how you get hungry every now and then, and also—those feet that haven't walked further than the corner drug store for a long time!

Somebody told us not to see Ripley's exhibit, that the freaks would give us nightmares. All you have to do to get business in a concession is to tell somebody it is wierd. And so, we went. It wasn't bad at all. Except for the crowds which jammed and pushed and shoved and stepped on your toes, it was great fun.

And then we got serious for a moment and went into the building which houses that gorgeous picture called The Pantheon de la Guerre, depicting in life size, world famous figures of the World War, the various allied groups—famous battle fields, detailed in this painting, which is in panorama effect in a round building, the canvass is 402 feet in length and 45 feet high. It was sent from Paris for the Fair and will be returned when the Fair is over. To my mind it is the best of the serious things.

And then we found ourselves milling through the narrow Streets of Paris. Here one finds a great deal of atmosphere, some clever dancers and

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An air view of the exposition grounds, looking north.

Air Conditioning on Frisco Lines

By F. G. BAKER, Electrical Engineer

MARK TWAIN once said that "everyone talks about the weather, but no one does anything about it". The Frisco management has decided to do something about it, to the extent of offering its patrons ideal weather conditions in passenger cars.

We think of air conditioning as something very new. Who can remember when we did not attempt to "condition" the air in winter months by use of various types of heaters. Air conditioning as we now speak of it, means controlled air conditions in summer as well as winter.

What hotel, theatre or railroad could hope to exist without providing heating facilities for its patrons in winter? Now that the mechanism is available, what railroad can attract or hold passenger business, unless it modernizes its equipment to give its patrons conditioned air in summer as well as winter?

The management of the Frisco Lines has anticipated the need, and is already modernizing its equipment. It is the purpose of this article to tell you something of the program that is being carried out in this connection.

Last year an air cooling equipment was built and applied at the Springfield West Shop. It was applied to dining car 641, and was successful enough in its operation to encourage the management to authorize further development.

This year an improved cooling device was developed and applied to four cafe-lounge cars of the 1500 series. At the moment this is written a fifth lounge car is leaving the shop, and equipment is partially built for two more cars of the same class.

In addition, authority has been granted to rebuild four other cafe-lounge cars with air cooling equipment. This will make a fleet of eleven cafe-lounge cars, fine enough to operate on any railroad.

It might appear that only those patrons who dine and "lounge" will receive the benefit of air conditioned cars. But such is not the case. The Frisco management has not overlooked the coach and chair car passenger. Instructions have been issued to build air conditioning apparatus for a fleet of coaches and chair cars, that will be available for next summer. In fact, one coach has been so

equipped and will be ready for test runs in a few days.

Now a word about the method of air conditioning a car for summer weather. There are four requirements, as follows:

1. The windows must be kept closed and proper amount of fresh air must be filtered before drawn into the car.
2. The temperature of air must be lowered, or the air chilled.
3. The humidity must be controlled. In other words air must be dried. If air is damp the passenger will have a "sticky" uncomfortable feeling, even though air temperature has been lowered.
4. The chilled, dry air, must be properly distributed and circulated by fans.

There are two general schemes of cooling air. One is a mechanical refrigerating system using a motor driven compressor unit and a refrigerating gas, to supply the cooling medium for cooling the air which is passed through chilled radiators.

The second general plan is to use ice as a cooling medium, to supply ice water for the purpose of washing the air in an ice water spray. Or, the ice water may be pumped through a radiator and the warm air passed over the radiator by a fan, which results in chilling the air.

The Frisco fleet of cars uses ice as a cooling medium instead of the mechanical system. The first of the Frisco air conditioned cars did not have as desirable air distributing

SCHEDULES OF AIR CONDITIONED EQUIPMENT

Diners and lounge cars, trains 1 and 2.

Diners, trains 7 and 8.

Diners and lounge cars, trains 9 and 10.

Note: Diners operate on 1 and 2, 7 and 8, between St. Louis and Springfield, Missouri. Lounge cars on 1 and 2 operate St. Louis to Dallas, Ft. Worth and San Antonio.

Cafe-Library, trains 4 and 5

Note: Train 5, car operates from Afton to Oklahoma City. Train 4 from Oklahoma City to St. Louis.

Cars are now being equipped with air conditioning for trains 105-106, between Kansas City and Birmingham, and for trains 709-710, between Monett, Mo., and Paris, Tex.

Cars Furnish Proper Temperature in Both Winter and Summer

features as the later cars, as each car is showing some improvement over those which have preceded it.

The equipment is practically automatic in its operation. The control switches are thrown "on". This starts the plant in operation and the temperature is quickly lowered to the desired point where it is automatically maintained by means of a thermostat switch, which controls the action of the ice water pump motors.

The circulating fans are in operation constantly when the car is in service, to insure even circulation of air. About twenty to twenty-five per cent of the air supply is being constantly replenished with fresh air drawn through a filter. The windows being kept closed, muffle the train noises, and exclude all outside dust.

And right here, let me tell you hay fever victims that you can ride a Frisco air cooled car through a field of rag weed without a sneeze.

With doors and windows closed, the fans keep the air in the car under slight pressure, which causes the air to leak out through the windows, instead of in through the windows. This seals dust out of the cars.

About humidity control. When the air contains a large amount of water vapor, we say the humidity is high. When the air does not contain much moisture, it is much like a blotter; it is capable of absorbing water.

In summer time it is important that the humidity be of low or medium value, so that it will have tendency to absorb the perspiration from one's body and thus promote comfort. In the winter the humidity should be high so the moisture in the air will have tendency to seal the pores of the skin and assist in retaining body heat.

The air conditioning apparatus applied to railway cars, decreases the humidity of air in summer months, by causing the moisture in the air to be condensed when it strikes the chilled surfaces of the cooling radiator or the spray chambers. This dries the air at the same time that it chills it.

This dry, cool air is what promotes that feeling of comfort and physical well being that you experience in a properly air conditioned room or car.

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AGENCY CHANGES

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

Charles T. Boyer, Hunter, Mo., August 1; Wilbert C. Coleman, Miami, Okla., August 1; Ralph B. Sidebottom, Wishart, Mo., August 2; Franklin C. Morris, Leflore, Okla., August 4; Fred Horton, Summit, Ala., August 5; Edwin H. Harvey, Idabel, Okla., August 7; Thomas M. Hudson, Success, Ark., August 8; Delbert Roberts, Morrisville, Mo., August 10; Mrs. Lucille E. Stookey, White Oak, Okla., August 12; C. S. Nichols, Thomas, Okla., August 12; Miss Rhoda I. Carruthers, Foyil, Okla., August 14; G. R. Arnold, Stroud, Okla., August 17; Frank S. Love, Clarkdale, Ark., August 17; Baver W. Fisher, Moselle, Mo., August 18; Charles A. Job, Fremont, Mo., August 23; Herbert J. Kellett, Kimbrough, Ala., August 23; David A. Atkins, Franks, Mo., August 24; Elmer N. Latimer, Marston, Mo., August 24; Benjamin D. Ringeling, Bourbon, Mo., August 24; Leander J. Porterfield, Morrisville, Mo., August 25; Joseph S. Avard, Hallett, Okla., August 26; Willard O. Powe, Pickensville, Ala., August 28; Charles Johnsen, Winona, Mo., August 28; Raymond N. Cox, Waco, Mo., August 29; Roy M. Clark, Antlers, Okla., August 30; Albert Chidester, Billings, Mo., August 30; Sherman Land, Leasburg, Mo., August 30; Judson W. Alderman, Republic, Mo., August 31; Elbert G. Castel, Mansfield, Ark., August 31; Forrest C. Pepple, Burdette, Ark., September 1; Mrs. Gertrude G. Hodnett, Cameron, Okla., September 1; Walter S. Johnston, Datto, Ark., September 1; James S. Crenshaw, Hamilton, Miss., September 1; Roy G. Sutton, Memphis, September 1; William J. Pritchett, Naylor, Mo., September 1; Elmer R. Haymes, Rolla, Mo., September 1; Reavis M. Page, Tulsa, Okla. (Freight), September 1; Frank A. Connell, Vinita, Okla., September 1; Earl H. McClure, Yarbrow, Ark., September 1; Ed. S. Renfro, Schuller, Okla., September 2; Carl E. Evans, Talihina, Okla., September 5; Fred McClaren, Mounds, Okla., September 5; Dewey M. Stratton, Dell, Ark., September 5; Mrs. Lillian M. Thornton, Brickeys, Mo., September 8; Gilbert H. Sloan, Fontana, Kans., September 8; James M. Johnson, Bassett, Ark., September 11; Frank H. Smith, Tulsa (City Ticket), September 11; Charles E. Clark, Arkinda, Ark., September 12; Clyde M. Goodin, Decker-ville, Ark., September 13; Edward J. Abbott, Eureka, Mo., September 13; Elmer R. Howell, Morrisville, Mo.,

A FISHERWOMAN'S PROOF



Well, Well! Something new. A fisherwoman, and she's a member of the Frisco family! Her name, Mrs. Clemma Wood, PBX operator at Springfield, Mo., and she is shown with the two nice fish she caught at Ottman Camp on July 6.

September 13; Mrs. Clara G. Frey, Valley Center, Kans., September 13; Leander J. Porterfield, Billings, Mo., September 14; John Sauer, Lorraine, Kans., September 14; Welton J. Pinkley, Perryville Junction, Mo., September 14.

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

Ralph E. Cole, Hunter, Okla., August 1; Carl L. Davidson, Stroud, Okla., August 1; C. T. Harvel, Antlers, Okla., August 8; Geo. B. Homan, Winona, Mo., August 12; Homer J. Houghland, Wheatland, Okla., August 14; Clinton Bloodworth, Foreman, Ark., August 18; Harry B. Riggins, Talihina, Okla., August 10; Thomas A. Wyche, Tyrnza, Ark., August 21; George B. Homan, Birch Tree, Mo., August 29; David A. Kimbrel, Carleton, Okla., August 30.

A "TALL" FISH STORY

Ray Smith, of Monett, Mo., a Frisco conductor, tells this "tall" fish story. Recently, while fishing in the Monett Park Lake, a large water moccasin grabbed his hook on which he had impaled a perch. The moccasin was caught and dissected a few minutes later and the perch, still alive, was returned to the water, swimming off as if nothing had happened. The perch measured 2½ inches.

ENGINEER SNELL RETIRED

Son Takes Father's Place at Throttle of Engine

By J. MARTIN SMITH

ON THE same day that he celebrated his 70th birthday, Harrison Mullins Snell, veteran Frisco engineer, of Birmingham, Ala., laid down his goggles and gloves, August 31, and left the cab of his beloved engine, after completing 35 years of faithful service.

Many of Snell's friends were present as he left his engine after the "last run", and their lusty cheers echoed against the Frisco roundhouse and other buildings in the yard.

Forty-one years ago Mr. Snell, who has the keen eye and lively step of a man many years his junior, got a job on the Central of Georgia. Six years later he came to Birmingham, and joined the Frisco family. After a year or so in the roundhouse, Snell stepped into the cab of an engine and has been pulling throttles ever since.

Although he went through several wrecks in his long and varied career, no one was ever killed by one of his engines. As for himself, the most serious injury he ever suffered was experienced when he fell from his engine while inspecting it.

A native of Georgia, Snell served 10 years on the Columbus, Ga., police force, before obeying the impulse to become a railroad man. And now, after turning 70, he plans to retire on his pension and "enjoy life for 30 years more".

An interesting feature of Snell's retirement was the fact that H. R. Snell, his son, took the throttle of his dad's engine as the latter left the cab, and headed for the run. Snell's son has had 28 years' experience in railroading.

GREETINGS FROM THE WEST

Mr. and Mrs. George Sleightholm, addressed the editor of *The Frisco Magazine* recently, asking that through the columns of the Magazine they be remembered to their old friends. Mr. Sleightholm is a retired switchman.

They are living, at this time, at 830 Portsmouth Court, Mission Beach, Calif., and write that they are enjoying wonderfully cool weather there and sleeping under blankets every night.

They would be delighted to receive letters from their Frisco friends.

HONORED

Services of the Business Men's Bible Class of Ivanhoe Temple, Kansas City, Mo., on Sunday, August 27, were dedicated to W. H. Churchill, eighty-year-old member of the class and retired Frisco conductor. The railroad division of the Bible class, under the general direction of J. M. Salter, was in charge of the program, and Dr. Edmund J. Kulp, pastor of the Grand Avenue Temple, was the speaker. An atmosphere of the railroad yards and terminals was provided in the stage setting, and the WDAF Humming Birds quartet, in the garb of Pullman porters, contributed to the musical features.

Mr. Salter said that Mr. Churchill was chosen as the guest of honor, because his record represented the ideal of all railroad men—continuous service unmarred by the blemish of demerits for any cause.

Mr. Churchill was born in Ripley County, Indiana, on October 20, 1853. He entered railroad service in 1870 at the age of seventeen, on the Cincinnati division of the Ohio and Mississippi Railroad. He came to the old Memphis Route in 1888, having had eighteen years' experience in the freight and passenger and transportation departments. He was employed as freight and passenger conductor on the old Memphis route, a part of the present Frisco system until 1894, at which time he was promoted to general yardmaster at Ft. Scott, Kans. In 1895 he was transferred to Kansas City as trainmaster of terminals. He was appointed trainmaster of the KCM&B Railroad at Amory, Miss., in 1898, and later to division superintendent of the same territory. In 1901 the Memphis route was consolidated with the Frisco. Mr. Churchill later returned to the Northern division, Kansas City district, as passenger conductor, where he remained until 1923, at which time he was retired at the age of seventy, with fifty-three years of active railroad service behind him.

Since his retirement Mr. Churchill has been conductor of men to the world's largest Bible class, which he joined in November, 1923. He has missed four Sundays since joining the class, all because of illness.

Teacher: "We should never be discouraged too easily. Look at Napoleon. He would stop for no obstacle, he refused to be turned aside by anything, but kept on relentlessly to his destination. And what do you think he became?"

Pupil: "A truck driver."

TEN "BOSSSES" FOR BILLY

Of all the Frisco children, little Tom Meyers, who appears in the accompanying photograph, claims the distinction of having more grandmothers and great-grandmothers than most any other little boy in the Frisco's big family.

He looks at you from this photograph and seems to say, "Ah, what chance has a little boy got with so



BILLY TOM MEYERS

many bosses? I've got two grandmothers and four great-grandmothers, and then there's mother and father, and, of course, Tippy the dog and Kayo the cat! Oh, me!" Even at this early age, however, he told the reporter confidentially that he hoped soon to be able to boss the cat and the dog!

Billy Meyers is only thirteen months old, and all of his "bosses", grandmothers, great-grandmothers and parents live in one state, Oklahoma. Billy was born in Hobbs, N. M., and at five months of age was brought in an airplane to Tulsa. His father is in the bookkeeping department at the Exchange National Bank in that city, but Billy claims to be related to the Frisco family through J. S. White, his grandfather, an air brake mechanic, and chairman of the Frisco Association of Metal Crafts and Car Department employes on the Southwestern division.

Mrs. J. S. White and Mrs. Joe Meyers are grandmothers; Mrs. Elizabeth Colston (age 72), Mrs. Elizabeth Langley (age 85), Mrs. Sue Sproule and Mrs. Lora Nash are great-grandmothers.

MERITORIOUS SERVICE

WESTERN DIVISION

August 14—Arnold Hedrick, section foreman, Peckham, Okla., discovered brake beam dragging on car in train 633. He notified crew and assisted in removing brake beam. His record was credited with five merit marks.

SOUTHWESTERN DIVISION

August 24—E. Benson, yard clerk, West Tulsa, noticed SWLX 8319, received West Tulsa from Claremore with WB covering SDRX 8310 billed Coffeyville, Kans., destined Okmulgee, reaching us via Claremore. This error was detected by Mr. Benson, and his record was credited with five merit marks.

September 11—Lige Desson, yard clerk, West Tulsa, discovered SF 16303, moving Vernon to Houston, Tex., with WB reading SF 163103. Correction was made without delay, and Mr. Desson's record was credited with five merit marks.

SOUTHERN DIVISION

September 9—A letter of commendation was placed on the personal record file of E. A. Steinert, brakeman at Springfield, Mo., when he discovered broken flange on SF 88088 in Extra 4123-4134 south. Car was set out and repaired.

CASUALTIES INCREASE

The statement showing total killed and injured for the month of August, 1933, compared with August, 1932, and period to date compared with the same period last year, shows a 6.7 per cent decrease for all casualties for the month, and 8.9 per cent increase for the period.

The transportation department showed a 47.6 per cent decrease for the month and an 8 per cent decrease for the period. The maintenance of way and mechanical departments both showed increases for the month and period, the latter showing a 37.8 per cent increase for the month, and a 51.9 per cent increase for the period.

There was a 6.8 per cent increase for the month for all employes and a 16.9 per cent increase for the period. All non-employes show a decrease of 6.2 per cent for the month and 7.2 per cent for the period.

Storekeeper: "Shall I draw the chicken for you, madam?"

Young Bride: "No, thank you, your description is quite sufficient."

A WINNER



Miss Helen Dummit, whose picture appears above, is the daughter of Joe Dummit, brakeman for Frisco Lines. Miss Dummit was awarded first prize in a bathing beauty contest held recently at Neosho, Mo.

OF INTEREST

A. W. Branstetter, engineer, and wife relate the biggest thrill of their vacation, spent at Burlington, Kansas, was on August 1 when Mr. Branstetter landed a fifty-pound cat fish, caught in the Neosho River! The big fellow gave him quite a struggle before he finally landed him, but he feels the exerted energy much worth while.

Charles M. Clinton, a Frisco son well worth mention, lives in Joplin, Mo., and is the son of Conductor and Mrs. John T. Clinton, and the grandson of Charles C. Miller, retired brakeman of Monett. Charles M. is a Junior in the Joplin High School and is a non-commissioned officer in the High School R. O. T. C. He is president of his classroom, a member of the Student Council; excels in music, this being his second year in the Boys' Drum and Bugle Corps, the mixed chorus and the Boys' Glee Club.

"Uncle" Charley Baltzell, on a recent trip to Yale, Tenn., discovered four cases where shopmen had saved their eyesight by the use of goggles. H. L. King, while cutting half nuts off floor strap bolts, a piece of metal flew and knocked out a glass of his goggles; Andrew Ransom, cutting rivets off hopper car, the rivet flew up and demolished one glass; Tom

May, cutting rivets from steel hopper, a piece flew up and broke out one glass; Dallas Farable (colored), cutting rivets from hopper car, a piece flew up and shattered one glass. Not one of these men received the slightest injury to an eye, and without goggles there might, and probably would have been four men with serious eye injuries and possibly the loss of four eyes. The goggles will be displayed by Mr. Baltzell at different

IN APPRECIATION

From E. H. Glueck, shipper, of Fayette, Ark., to superintendent, Frisco Lines, Ft. Smith, Ark.:

"It affords us much pleasure to say that your agent, E. L. Singleton, has rendered us excellent service in the movement of 27 cars of apples from this point during the past few weeks. Mr. Singleton has cooperated in such a manner that we feel called on to bring this to your attention as we know you are always glad to hear of unusual service in your organization."

From Mrs. Florence I. Kahoa, Fayetteville, Ark., to superintendent, Frisco Lines, Ft. Smith, Ark.:

"I have had occasion in the past two weeks to travel over some five different passenger lines, starting with the Pacific Electric out on the coast, and I want to say that the Frisco Lines, between here and Paris, Tex., has the most courteous and accommodating crew of any one of the lines over which I have traveled. The service of the above line is splendid. And as everyone likes to feel that their efforts are appreciated, thought I would write this to you—although all members of the crew are entire strangers to me, for I do not know the name of one of them."

From W. S. Graves, Guaranty Trust Company of New York, to J. E. Payne, traffic manager, Tulsa, Okla.:

"I have just received a letter from my mother advising me that she and my brother arrived safely in Atlanta, where he was transferred from Muskogee. Her letter is full of a glowing account of the most excellent and unusual service given her on every train and at every point on your road and she attributes his good condition on arrival to the excellent attention given all during the journey, as a result of arrangements made by you. Her feeling of gratitude is heartfelt and I wish to express my very sincere

appreciation. Being a business man, I know from experience that special handling of particular cases outside of the regular routine is not successfully accomplished except by special effort, and you and your organization rose to the occasion in this instance and did a beautiful job.

"I am sincerely grateful for your thoughtful kindness."

From B. W. Tandy, food brokers of Oklahoma City, to W. L. Huggins, Jr., traffic manager, Oklahoma City:

"It may have been your usual quick service, but we want to thank you for what turned out to be special service for us.

"The Kingsbury Breweries Company, Manitowoc, Wis., have just begun shipping draught beer and orders are being shipped in rotation.

"The State American Legion Convention opened in Tulsa, Saturday, September 2. Our jobber there, Kingsbury Pale Distributing Company, needed a car of draught beer for the Convention. The writer was in Manitowoc, August 29, and crowded Tulsa's order in ahead. The car left Manitowoc 5:00 p. m., Wednesday, routed C&NW, C&EI, Frisco at St. Louis and it arrived in Tulsa Saturday afternoon in time for the convention. Thank you."

From Park Ward Company, of Oklahoma City, Okla., to J. E. Payne, traffic manager, Tulsa, Okla.:

"As you recall, we built a section of the paving on Highway 66 near the town of White Oak, Okla., and were served by your line.

"The service you furnished and the courteous treatment we received from your employes while on this work were excellent and we feel it only proper to say to you that we feel very appreciative, in fact we have never received more efficient, prompt and courteous service."

safety meetings and the story will be taken to every shop and all places on the railroad where such accidents might occur.

WORSE YET

"You can take your finger off that leak in the pipe now, father."

"Thank heaven. Is the plumber here at last?"

"No, the house is on fire."