tions. The colony at Sunnyside drew his interest, sympathy and complete attention from the start. And when they sent out a plea for help, it was Father Bandini who went to their rescue.

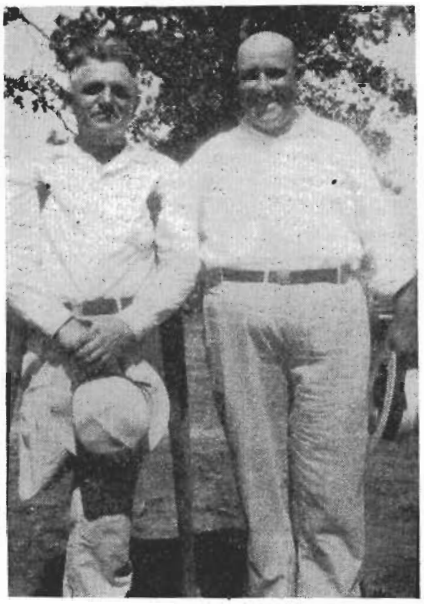
When he arrived on the scene they were panicky. They did not know how to cope with the disease which had taken more than 125 persons from 100 families. Father Bandini had to work quickly. He got their promise that they would remain until he had found a land more suitable in climatic conditions. So he journeyed into the Ozarks, with the promise that 18 families would await his return.

He went immediately to Springdale, where he had previously visited, and found a farm about to be vacated. A first payment was made on the farm and almost immediately 40 Italian families, not 18, followed Father Bandini to their new home. They were hungry, sick and penniless. The big farm they divided, ten acres to a family and the men went into the mines to work during the winter. Rude homes of logs were constructed and through the long cold days they nursed their sick back to health and planned for the future, their faith and hope in Father Bandini's choice remaining steadfast.

One thousand rabbits caught in traps provided them with meat through that first winter. There was no door open to them, no charity for them. The farmers near them prophesied that they would not be able to meet the second payment on their land and that they would soon be rid of them.

But in the spring these industrious, hard working Italians met the second payment on their plots of ground. They began to set out vines, they planted strawberries and fruit trees, and Father Bandini became so attached to his little colony that he could not tear himself from them. He was master, by right of his priestly authority, but far more by right of his wisdom, sincerity and fitness for the place. The settlement was named Tontitown, because Henry de Tonti was the first Italian ever to explore Arkansas.

Patiently Father Bandini taught his people American laws, American customs. They learned quickly and proved to be industrious, law abiding, peaceful citizens.



Cottages began to take the place of the log huts; strawberries and vegetables paid them in return during the first years of cultivation. Then came the first crop from the fruit trees and the vineyards, enabling these Italians to completely pay for their land.

And Tontitown folks were proud of the church which they erected, for it was known to be the most beautiful country church in Arkansas, and close to the church there was established a boarding school. Tontitown was now a thriving community and with all credit due to the patience and splendid guidance of Father Bandini who had set out to preserve and to Americanize the best qualities of his people.

The good Father wrote to his church and friends in Italy and one day Tontitown was ablaze with flags of America and Italy, and when the train pulled into the station at Springdale, Ark., who should alight but Baron E. Mayor des Planches, Ambassador at Washington. Tontitown entertained him royally and he marveled at the splendid village, the fine hard working Italians who were so proud of their accomplishments. He walked through acres of vineyards, visited with the Italians in their neat homes and he could not restrain his tears, but they were tears of joy.

And from that day on, Tontitown has grown and prospered. Those people who once came to scoff and

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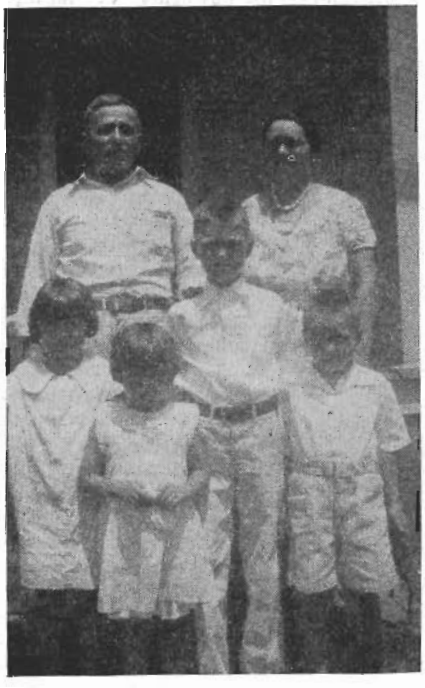

(Upper center): Richard D. Taldo (left), secretary-treasurer, Tontitown Grape Growers' Association, and O. L. Young, superintendent Frisco Lines, posed for a picture at the Grape Festival at Tontitown, August 9.

(Left): The Pianalto family pose on the steps of their home for the Frisco Magazine reporter. Mrs. Pianalto was a small girl when the Tontitown settlement was started and remembers distinctly the many hardships endured in establishing the colony.

(Right): "Mother" Morsani was one of the original group which came to Tontitown from Sunnyside, Ark. She is 70 years of age. On her head she is holding, in true Italian style, a big copper water can filled with water.

"Tip" Watson, Retired, Recalls Early Days of Railroading

F. T. WATSON

THE first month he worked for Frisco Lines he received the magnificent sum of $22.20; at one time he was in continuous service for three days, and made 520 miles with a circus train; in his first eight months of service he had to engage in 100 fights in the collection of tickets; at one time he was stabbed by an Oklahoma outlaw and was confined to a hospital for two weeks; he was never taken out of service, and if there were any demerit marks against him when he finished his service, he did not know of them.

The above incidents are merely a few in the colorful career of Francis Tipton Watson, better known as "Tip", one of the best loved, most courteous and efficient conductors ever carried on the Frisco payroll. That statement comes not only from his close friends, but is substantiated by folks who have just ridden with him.

He was retired February 28, 1934. He could still handle a train for a good many more years, but he has reached the age of seventy and, according to the rules, he must retire, and he has earned a future of leisure days, of fishing for bass, and visiting with his friends.

Springfield, Mo., has always been his home. There he was born, February 18, 1864, and there he intends to remain. He was reared on a farm, but when he was 16 years of age he ran away from home, walked to Sedalia, Mo., and "rode the rods" to Springfield, Mo., where he worked for a hardware company. Many of the Frisco men came into the store to purchase goods, and before he knew it, he made application to the Frisco for a job. He was hired as a brakeman on November 8, 1889, and had the run from Springfield to Thayer at $1.66 2/3 salary for the round trip. Later he became a freight conductor and was made extra passenger conductor July 28, 1875, and got a regular run July 28, 1895. He served on the Eastern and Southwestern divisions, but the most colorful experiences of his service took place on the latter division, when that part of the country was just being settled.

Everybody rode trains those days, and the regular passenger train consisted of a combination mail and smoker, baggage and chair car, pulled by a small locomotive. W. A. Thoms, then superintendent, called Mr. Watson to his office and singled him out to take the run, Monett to Sapulpa, Okla. Mr. Watson told him that there were two men ahead of him in seniority and to offer it to them first, and if they refused, he would accept. The job of conductor in those days, demanded of a man that he have nerve, backed up by the ability to engage in a fist fight or any other kind of a fight.

Both the older men refused the run, and Mr. Watson accepted it. It was not unusual, in those days, for the passengers to carry 45 Colts, and when the occasion arose, they used them. Mr. Watson states that in the first eight months of his service he engaged in 100 fights. Most of them came about through the fact that passengers boarding the train at Fairland, Okla., enroute to Prairie City, if they bought their ticket before they boarded the train, only paid 15 cents for the ticket. If they waited until they got on the train, the fare was 65 cents. It required brute force and a steady nerve to collect the additional 50 cents from many of his passengers, but Mr. Watson felt that if that was a rule of the company, then they either paid the difference or he stopped the train and put them off. Drunks were numerous and equally difficult to talk to, and so his troubles were many.

To Be Shot At Was Not An Unusual Incident

He has been shot at, but never hit, however, he was stabbed twice by a notorious Oklahoma outlaw and was confined to a hospital for two weeks as a result. This outlaw, sobering up, was put out of the negro compartment by the sheriff, and he thought that he was put out by the conductor, and so he pulled his knife and started to work. When Mr. Watson had recovered, he went back on the run and considered it merely an incident in his daily routine.

During the World's Fair in St. Louis, Conductor Watson recalls that on one trip out of Monett he picked up over $100.00 worth of scalpers' tickets that had passed through the hands of the train conductor, and during a short length of time he also lifted 33 annual passes. He has always adhered strictly to the rules laid down by the company, and, being a keen judge of human nature and of people, he could spot the boys who were trying to get by his careful check.

He has some old records which he has kept of his early days of railroading, and, in going through them, he found the notation that on August 19, 1896, Andy O'Hara was made superintendent with headquarters at Neodesha, Kan., and the first time card. No. 1, in book form, took effect.

He recalls, at one time a new superintendent was placed

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Mrs. J. M. Cheek, "Tip" Watson, Mrs. J. R. Cheek, Joe M. Gambiel and O. V. Smith, presenting Mr. Watson with cake and flowers as he passed through Sapulpa on his last run.

Summer Heat Left On Vestibule Steps

Patrons Praise Superb Comfort of Air-Cooled Equipment

THERE could not have been a more opportune time to put air-cooled lounge cars, coaches and diners on trains than during the summer of 1934. People throughout the entire country have wilted in temperatures ranging from 100 to 110. They sought cooler climes—they traveled to the Chicago Fair, and on vacations into the Ozarks, and each time they boarded a Frisco train, it was with a sigh of relief, for Frisco Lines have placed in service on trains 9 and 10, THE METEOR; trains 4 and 5, THE OKLAHOMA SPECIAL; trains 805-806, THE MEMPHIAN; train 105-106, THE KANSAS CITY-FLORIDA SPECIAL, and trains 117 and 118, THE OIL FIELDS SPECIAL, air-cooled coaches, diners and lounge cars.

After grips are deposited, hats put in the rack, they sink into the seats with most contented sighs. These trains leave their terminals daily and travel through country where cornstalks stand, waving parched and brown leaves in some slight breeze; over dry river beds and through field after field, parched and brown, yet inside is a temperature which makes hot consomme for the noon meal a delight! To look out the window at a country suffering from the worst heat wave known in years and yet be able to sit in a car that is cooled to the temperature one finds delightfully comfortable, has brought praise and more praise from Frisco travelers.

It has been one of the finest selling points for passenger business in years. With the windows closed to keep in the ever-changing ice-cooled air, the travelers arrive at their destination rested and relaxed. None of the "knee deep". dust from the highways nearby has touched them.

It would be difficult to print all the letters of praise—to detail the expressions which have come to the Frisco conductors from their passengers, but from a large number, a few have been chosen, which are most representative.

When the gorgeous new lounge cars, Tulsa and Oklahoma City, were placed in service, the chief electrical engineer of a New York concern was a passenger on the Tulsa's first trip leaving St. Louis. Of it he said: "The new air-conditioned club car, Tulsa, is a marvel of comfort and beauty. It is delightfully, though conservatively modernistic in style and appointments. The lighting is the most adequate and pleasing that I have seen in any public conveyance and would do credit to the most expensive drawing room. I consider that this car sets a new standard for railroad transportation."

Another business man from Philadelphia, Pa., who rode the car into Oklahoma City and took movies of the interior before it reached its destination, said: "The new air-conditioned lounge car on The Meteor is the most attractive and comfortable car on which it has, thus far, been my privilege to travel. Its tasteful arrangements of both a practical and decorative nature are such that one has the impression of being in a spacious drawing room. The officials of the Frisco are to be congratulated upon having taken this forward step in the provision of much added comfort and pleasure for the traveling public."

The writer chanced to go into the air-cooled coach enroute on train No. 4, August 10. A crowd of 14 persons had boarded the train at Springfield, enroute to the World's Fair through the St. Louis gateway. After they had gotten comfortably settled and the train had left Springfield, they were asked as to their comfort, and many were the complimentary exclamations of relief from the sweltering temperature outside. Upon reaching St. Louis, they again expressed their appreciation of the air-cooled car.

There are many interesting stories told by the conductors about their passengers who ride for the first time in air-cooled equipment. Not long ago an elderly couple got on the train and the first thing the man did was to go to the window and try to raise it. The porter came along and asked him not to raise the window, and told him that the car was air cooled. But the passenger insisted that they wouldn't ride in any car unless they could have air. The conductor came to the rescue and explained in detail the operation of the air cooling system, and the couple listened in rapt attention. When they finally learned that the air was washed and changed completely each four minutes. they all had a good laugh and the passenger told the conductor that they didn't ride much and "weren't up on all the new things".

When he got off at his destination, the conductor asked him how he liked his ride. And he replied, "It's the dangest nicest thing I ever saw. Me for the Frisco and we'll be going back with you in a little while."

Air-cooled diners and lounge cars are carried on trains 9 and 10, 4 and 5, 105 and 106, and 117 and 118, in addition to the air-cooled coaches, and on trains 1 and 2, 7 and 8 diners and lounge cars only are carried. The train between Monett and Hugo carries an air-cooled lounge-diner with accommodations for coach passengers.

There is every indication that September and October will be uncomfortably warm months, and Frisco passengers will continue to enjoy air-cooled equipment on various trips which they make. And when winter comes, this equipment serves another purpose, in that it will provide the proper humidity and temperature. for the cars have been completely insulated against heat, cold and noise, and provide the maximum in comfort at all seasons of the year.

LEAVES CAB FOR WAGON

Before retirement, "Bill" McKinley, engineer of the Frisco's Southwestern division, running out of Oklahoma City, had made up his mind what he would do with his leisure time. For 45 years and 4 months he had "railroaded" and since December 5, 1888, he had been in an engine cab.

On April 30, 1934, he was retired due to his having reached the age of 70. He got a team and rigged up a covered wagon and drove out of Oklahoma City to his own little paradise, his farm eight miles south of Mena, Ark.

Of course he couldn't make 60 miles an hour in a covered wagon, but he went slower than necessary. When he came to a stream where there appeared to be good fishing, he made camp for a little while. No hurry. He wasn't on schedule and he took his time.

With him was his son, Frank, 15, and his two step-sons, Jim, 31, and Howard, 21. In the fall, when things are in readiness at the farm, Mrs. McKinley will go there with the other five children, Vera, 19; Lenora, 17; Boots, 13; Wanda, 11, and Jerry, 4.

1934—Important Conventions—1935

Below is a list of important conventions which will be held during 1934 and 1935.

The traffic department will welcome any information that might be of assistance in securing travel to these meetings. Any communication in connection therewith, should be addressed to J. W. Nourse, general passenger agent, St. Louis, Mo.

1934 MEETINGS

American Legion	Miami, Fla.	Oct. 22-25
American Bankers Assn.	Washington, D. C.	October 22-25
American Petroleum Institute	Dallas, Texas	Nov. 12-15
Order Eastern Star Grand Chapter	Tampa, Fla.	Nov. 18
Southern Medical Association	Dallas, Texas	November

1935 MEETINGS

Western Fruit Jobbers Assn.	San Francisco	Jan. 29-Feb. 1
National Educational Assn.— Dept. of Superintendents	Atlantic City, N. J.	Feb. 23-28
Shrine Directors Association	St. Louis, Mo.	March 6-8
American Zinc Institute	St. Louis, Mo.	April
Southern Baptist Convention	Memphis, Tenn.	May 15-20
Kiwanis International	San Antonio, Tex.	May
Northern Baptist Convention	Colo. Springs, Colo.	May or June
Shrine (A. A. O. N. M. S.)	Washington, D. C.	June
American Institute of Banking	Omaha, Neb.	June
U. S. Junior Chamber of Commerce	Columbus, O.	June
National Educational Assn.	Denver, Colo.	June
Cooperative Club International	Oklahoma City, Okla.	July
Knights of Khorassan (D. O. K. K.)	Toronto, Ont.	August
United Spanish War Vets.	San Antonio, Tex.	August

NEWS FOR THE SPORTSMAN

NEWS BRIEFS FROM OUT OF DOORS

A three-day per week open season for duck shooting in Missouri, for a period of ten weeks, beginning October 19, is the recommendation of Commissioner Buford to the Biological Survey. It is suggested that the shooting days in each week for the period named be designated on Fridays, Saturdays and Sundays. The season would end on December 23, if the recommendation is accepted. Under the proposal of the Advisory Board on Migratory Waterfowl Regulations, the duck shooting season in each of the states would be limited to thirty shooting days, beginning not earlier than October 1 and closing not later than January 15. The apportionment of the season, within those limits, was to be recommended by state conservation officials subject to federal approval.

Distribution of Bobwhite Quail purchased by the Game and Fish Department on contract from the E. E. Breisch hatchery at Windsor and the Ozark Quail Farms at Hardinville, is now being made by J. B. Funkhouser, chief clerk. Plantings this year are being made through local sportsmen's clubs. Quail were distributed in about twenty counties last year. This year over 10,000 quail have been contracted for and applications are now being filled as rapidly as possible. Those receiving the new hatch of quail agree to see that sufficient feed, water and cover is provided and that the birds be not shot over this year.

WATERING QUAIL

Due to the lack of water and the complete disappearance of dew, Commissioner Wilbur C. Buford and Chief of Wardens Joe E. Green, of the Missouri Game and Fish Department, have issued a call for aid from the Boy Scouts of Missouri to place water in advantageous spots so that the hatch of young quail in the state may be saved. The older or breeding quail will move to rivers and ponds not yet dry as will the early hatch of youngsters, but the smaller quail, unable to fly, are reported to be dying from lack of water and moisture, and require immediate attention.

The Game and Fish Department has complete instructions prepared on this work as well as the rules for the prizes, and if any scout has not received these they may be had by writing this department at Jefferson City, Missouri.

WILD LIFE RESTORATION AND CONSERVATION COMMITTEE

The St. Louis Chamber of Commerce has stepped aside of its restricted field in the recent appointment of a new committee, which will be called "Wild Life Restoration and Conservation Committee", according to Thomas N. Dysart, president. The public interest demands new measures for restoration and conservation, it is pointed out, and it is thought that whatever is done nationally along this line should reach its fullest application and fruition in the state of Missouri. Certainly no other state has more to offer in the way of ideal terrain, good forest lands, abundant streams and springs, and cheap land than Missouri.

"Broadly, this committee will take up the work of obtaining for Missouri a well balanced conservation program, including the share its position entitles it to of whatever governmental funds are appropriated, as well as the location of as many wild-life activities and projects as possible in Missouri," Mr. Dysart states.

Establishment of federal and state game, fish and bird propagation grounds in Missouri is urged. The committee also advocates the establishment of a forestry and park department in the state and the appropriation of sufficient funds for it to operate efficiently. The passage of legislation protecting Missouri's wild flowers and flora of all types from destruction is also advocated. Coordination of conservation groups is also urged as a vital need. A five-point program for restoration of wild life is outlined and additional legislation suggested by the committee.

"The restoration of wild life in Missouri, together with its great natural endowment, will make the state what Theodore Roosevelt called 'a great out-door museum', one which will be enjoyed not only by its own citizens, but one which will attract thousands of tourists to Missouri each season."

FISH RESCUE WORK EXTENSIVE

Game wardens and rescue crews from the State Game and Fish Department are now engaged in extensive fish rescue work from fast drying streams and lakes in many parts of the state. This summer has been especially hard on fish on account of the drouth coming in the spring when, usually, streams and lakes are being filled with run-off rains, so everyone is urged to help

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RECORDS OF FAST HANDLING

A. E. Dean, agent at Wittenberg, Mo., received car CMSTP 712645, malt, in train 833 at 9:30 a. m., July 13. The car was made empty at 4:00 p. m. and returned to St. Louis in train 834 the same day.

This is just another example of the fast handling given to foreign cars on Frisco Lines, as reported to the Magazine by J. H. Doggrell, superintendent of transportation at Springfield, Mo. Special effort is being made, and has been successfully made, at all points on Frisco Lines for some time, to give foreign cars quick handling and reduce per diem costs.

Here are other outstanding records of fine handling: M-K-T 76020, received from the Katy at Durant at 11:00 a. m. July 17. Car moved through to Ft. Towson, Okla., on No. 736, the 18th, and was made empty and returned to Durant in train 737 the same day, and delivered back to the Katy at 9:40 p. m. the 18th.

S. J. Frazier, superintendent at Yale, Tenn., advises that Missouri Pacific delivered LCL shipment of 6,500 pounds in B&O 272560 at Hoxie, Ark., on July 27. The car was spotted to the platform by local and transferred shipment to system car and let the Missouri-Pacific have the B&O car back, without showing up on interchange at all and saved several dollars per diem.

L. E. Henry, agent at Bono, Ark., received CNW 47463 flat, loaded with power shovel, weight 123,000 pounds on Extra 2692, at 8:45 p. m., July 27. Shipment was unloaded and empty car returned to the Cotton Belt at Jonesboro on Extra 2692 at 3:07 p. m. Unloading of this car was completed at 11:00 a. m., and car was ready for movement.

R. O. Beale, of Aurora, Mo., received in train 49, July 30, at 8:25 a. m., CBQ cars 98627, 117276 and 131975 under flour load for Majestic Flour Mill. Cars were placed at 9:30 a. m. and released at 1:30 p. m., and all three returned home to Kansas City, empty, in train 48 the same afternoon.

J. T. Howell, agent at Hunter, Okla., reports that No. 633 arrived at Hunter July 28 at 4:25 p. m. and set out MP 77187, car of automobiles Company. The manager of the automobile concern was anxious to get the car unloaded and make delivery to his customers. Car was set to dock at 4:25 p. m. and unloaded by 5:15 p. m. Empty car billed to and forwarded to Arkansas City, Kan., and forwarded in train 632 at 8:30 a. m., July 29.

The car arrived after the agent's office was closed (as his hours are from 7:10 a. m. until 4:10 p. m.). The dispatcher at Enid was notified and the car move home Sunday, even though the Frisco office was closed on that day. As a result of this fine handling, the automobile company officials were most appreciative, and prompt handling, unloading and movement of empty car to owners saved two days' per diem, Hunter being a non-telegraph station.

J. BURCH MADE KANSAS CITY TERMINAL SUPT.

W. A. Drago Takes Similar Job at Memphis

The position of superintendent of terminals at Kansas City, Mo., made vacant due to the death of J. W. Skaggs, on July 13, has been filled with the appointment of J. Burch to that position. W. A. Drago, terminal trainmaster at St. Louis, took the position made vacant by the transfer of Mr. Burch at Memphis.

Mr. Burch, who has served the Frisco at Kansas City in previous years, entered Frisco service on October 27, 1923, as switchman in the Kansas City yards. On October 25, 1924, he was made assistant general yardmaster, and on March 29, 1926, was made general yardmaster. He was transferred to the position of superintendent of terminals at Memphis on February 1, 1932. The appointment as superintendent of terminals at Kansas City was effective August 1, 1934.

Mr. Drago began his railroad service as a messenger in the telegraph office of the B&OSW Railroad at Seymour, Ind., in 1906. He was made a freight brakeman in 1907, and worked for several railroads in various capacities in train and yard service until he came with the Frisco in the capacity of switchman at Springfield, Mo., May 6, 1914. He served in the World War in the Naval Aviation branch, February, 1918, to February, 1919. Upon his return from the war, he was promoted to the position of assistant yardmaster at Springfield, effective in 1920, transferred to Birmingham. February, 1926, as general yardmaster; transferred to St. Louis, February, 1932, as general yardmaster, and appointed trainmaster at St. Louis, December 1, 1932. His appointment as superintendent of terminals at Memphis was effective August 1, 1934.

R. O. Davis, general yardmaster at Lindenwood, took Mr. Drago's place as terminal trainmaster at St. Louis. He formerly served as yardmaster at Monett and as extra freight brakeman.

AGENCY CHANGES

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

August Luckman, Kewanee, Mo., August 2; Clarence Smith, Biggers, Ark., August 3; Claude S. Fisher, Everton, Mo., August 4; William E. Jones, Holdenville, Okla., August 6; Ellis E. Tatum, Quapaw, Okla., August 7; Stephen B. Nichols, Ritchey, Mo., August 8; George K. Patterson, Monette, Ark., July 17; Harry S. Miller, Haverhill, Kans., July 18; William H. Gammel, Portia, Ark., July 20; Fay K. Shrock, Perry, Okla., July 21; Jesse O. Byrne, Brownwood, Mo., July 21; Dewey Asher, Grandin, Mo., July 23; Walter R. Norrid, Grandin, Mo., July 25; Ralph E. Cole, Cold Springs, Okla., July 25; Willard O. Powe, Kimbrough, Ala., July 30; John T. Howell, Mannford, Okla., July 30; James G. Houghton, Magnolia, Ala., July 31; James W. Whittington, Mulberry, Kans., July 31; Dewey Asher, Winona, Mo., July 31.

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

Fred O. Lollar, LaCygne, Kans., August 6; Leslie F. Lindley, Lucien, Okla., August 9; Paul G. Whitson, Cold Springs, Okla., July 12; June P. Sheets, Eagle City, Okla., July 16; Fred O. Lollar, Everton, Mo., July 23; Clyde M. Goodin, Grubbs, Ark., July 28; Francis G. Smith, Hunter, Okla., July 30; Charles M. Neal, Ritchey, Mo., July 30; Harry D. Bentley, Amber, Okla., July 31; Percy A. Weathers, Winona, Mo., July 31.

VETERAN SELLS TICKETS

T. W. Griffin, pensioned engineer, of Springfield, Mo., advises the publicity department that he secured two passengers, Mr. and Mrs. C. H. Graves, who left Springfield for the Chicago World's Fair on the Bluebonnet, August 10.

The pensioned men have been doing their bit to add to Frisco passenger revenue this month, and each passenger secured is, indeed, an indication of their loyalty.