

## Here Is a Real "Fish Story"— With a Picture to Prove It

WHILE playing on the key-board a few days ago, I heard someone say, "Good Morning, Miss Stenographer." Looking up from my work, who should it be but George Hollman, the B&B painter. I haven't been on very good terms with George since the day he was painting the ceiling in our office and threatened to drop paint on my head. At any rate, George is all right and you will think so, too, when you read this fish story and see the picture.

George exclaimed that he had a real fish story to tell me and I wouldn't believe him until he produced



proof of it—hence this picture. Carl Lindberg, a business man of Springfield and George spent two days on White River at Forsythe, October 12th and 13th. They caught 23 channel cat fish, totaling 72½ pounds in weight. These fish were all caught on trout line at night. The largest of the fish weighed 8½ pounds. George said the fish was not allowed to spoil or go to waste—as they were distributed among the employes of the B&B Department and no one would be justified in calling them fish hogs.

There are several particulars that may be noticed in this picture. We have known George for some time, but have never as yet known him to show signs of exertion equal to the one shown in the picture. The dog in the picture that usually follows George, being a fair size dog, is very insignificant in size when compared to the fish. Do not believe there is any question as to this being George's dog as he is very jealous of his dog and does not take any interest in any other. George is noted for doing whatever he does well, and we must admit that this is some catch.

PLEASE BE CAREFUL

## Conductor Underwood Reviews November Magazine

FROM William L. Underwood, conductor on the Tupelo Sub-division, comes the following highly complimentary and greatly appreciated letter:

"Dear Editor: If you will permit me to do so, I should like to make a few comments on the November issue of the Frisco Employes Magazine—'our magazine.' I say 'our magazine,' because with each succeeding issue we are brought to realize more fully that it is indeed ours, for it is filled with splendid articles each month, every one of these helpful, educational and entertaining to the rank and file of our railroad.

"Our funmakers give us a much-appreciated smile in each issue. The cartoons, jokes, dialect stories and monologues are all interesting. Your page of humor is super-excellent, because of its originality. Few of your jokes are clipped and all are localized.

"The 'family news' or locals are of real interest to all of us. They give a real personal contact with one another that we could not otherwise obtain.

"Stories by and of 'old-timers,' such as this month's story of that dear, old veteran, Ben McCrum, are of great heart interest.

"Then that 'Homemakers' Page.' It is interesting to all, to the men, as well as the women, and I believe you have found a jewel in this Miss Connor, the editor.

"And the babies' pictures, God bless them, without them much of our inspiration would be gone.

"I always enjoy your editorials. They indicate real thought, and are timely and well written. They give the maximum of thought in a minimum of space.

"There are two special articles in the November issue of great interest to me—Sam Hughes' article on 'Thoughts on Things, Material and Spiritual' and the reprint of Elbert Hubbard's 'Message to Garcia.' How these articles should awaken in each of us a sense of our own responsibility and bring forth the best there is in us. Sam Hughes' article is wonderful, no other description fits it. And it teaches us the great truth that we must look to Divine Providence for our real aid and sympathy. With this we need life, love and laughter, material things to make our life and the lives of those about us pleasant and worth while.

"Ben Lewis—may his tribe increase—how I do enjoy reading the 'Coyote's' articles. And then there are Martha Moore, John L. Godsey, Eddie Bernard, Lloyd Lamb, and 'Premiskus Lee,' as well as others. You have a great staff of writers.

# "THIRTY-FOUR YEARS WITH THE FRISCO"

BERTHA V. REED

**T**HE Frisco has in its employ, at the Store Room, a man by the name of Joe H. Wilson, who has been connected with this company for thirty-four years and account of the length of his service and the many changes that have occurred during this time, thought perhaps it would be interesting to the Frisco employes,



JOE H. WILSON

especially those who are acquainted with Joe, to tell about his life and the remarkable changes in the past thirty-four years.

I made an appointment with Mr. Wilson for Sunday morning, October 12th. I arrived at the office at the appointed time and found Mr. Wilson ready to tell me his story, which is as follows:

I was born November 28th, 1866, at Brush Creek, Miller County, Mo., near the Osage River, one of the roughest places on earth, I learned in later years. When I was one year old, my parents moved to Lebanon, Mo. I attended the Holt School in Hickory County. In those days the seats in the school room were made out of slabs sawed off of logs and wooden pegs were put in these slabs for legs. We only had to study two books—the blue-back speller and the first reader. At noon and recess we played a game known as "Fox and Hound." The school house was located in the woods and it was just a dandy place to play this game. We just ran wild over the woods and one day the boy that played the part of the fox climbed into a large tree and the boys that were playing the part of the hounds raked a pile of leaves around the tree and set fire to them and the smoke almost suffocated the boy in the tree and in this manner the hounds captured the fox. It was an

exciting game in those days.

Later I attended the Green Street School at Lebanon and, to tell the truth, I had the meanest teacher on earth. He was just like a wild cat, and I am not mentioning any names, but this teacher lives near Billings, Mo., to this day, and I am afraid that he will come to Springfield some day and give me a whipping that he failed to give me many years ago. We played what we called "town ball" at this school.

We later moved on a farm near Cross Timbers and then moved to Preston where my father died. After his death, we moved to Stoutland, Mo., and I worked on the farm and at any other kind of work I could get until I was twenty-four years old. At this time I started my career with the Frisco Railroad Company as flagman with an extra ditching gang at Sleeper, Mo., in the year 1890. It was one of the warmest days in August when I was called to a wreck near Richland, Mo. Two car loads of beer were wrecked and when I reached the scene, ice and beer were piled up in the middle of the track and Jerry McCarty, roadmaster, stood in the middle of the beer and ice and wouldn't let anyone have a bottle at all. The large, yellow bottles looked mighty tempting, but it didn't do any good. The extra gang was working at Richland at the time of the wreck and they made a get-away with 18 cases before Uncle Jerry arrived at the wreck. I never will forget how thirsty I was and to think beer just everywhere and not a drop to drink.

In 1892, I came to Springfield and commenced work on the supply gang

for V. M. Newbill. They had a rule that if any employe threw snowballs they were to get a ten-day lay-off. One winter morning an employe threw a snowball and broke a window light. Nothing was said about it until the next August when Mr. Carney went to the boiler shop foreman and told him he would have to give this employe a ten-day lay-off for throwing snowballs. Mr. Carney just happened to think of this small incident and he was determined to carry out the rules even though it had been several months past.

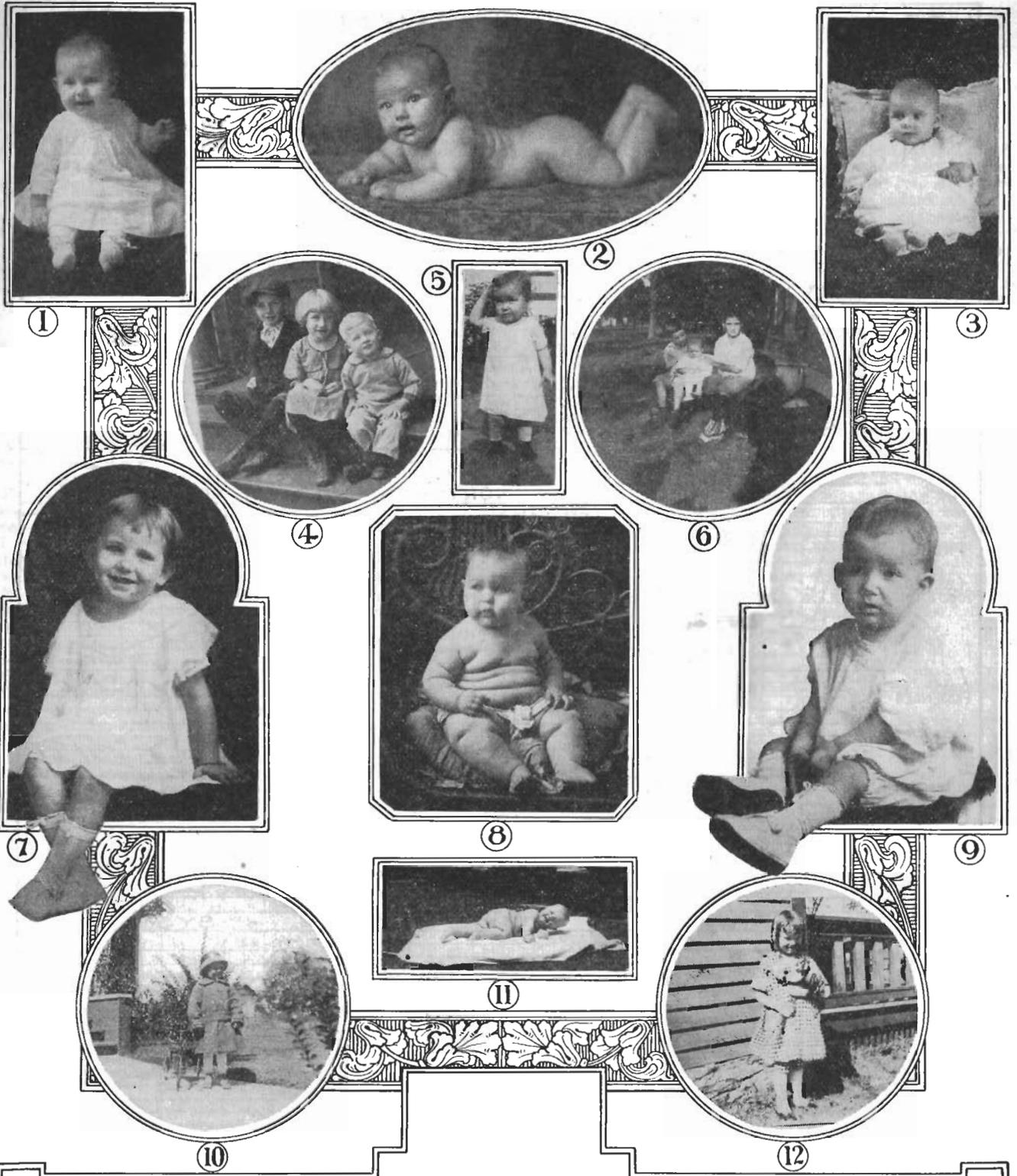
I was transferred to the machine shop as helper in 1894 and worked there one year for Joe Hart. They had seven helpers when I started to work in the machine shop, and before the year was over they layed off all the men with the exception of myself and I had to do the work that all seven men had been doing. I was kept too busy for any fun this year. I weighed 135 pounds when I began working in the machine shop and at the time I was transferred to the Store Department in 1895 as teamster, I weighed 118 pounds.

On the Fourth of July a few of the employes decided to celebrate. We had an old cannon in the Store Room yard. It was an old relic from the Spanish-American War. I sent to Sears & Roebuck for 100 primers for this cannon and they cost three cents each. We loaded this old cannon rather heavy and when it was discharged, it knocked the window lights out of the old general office building, now known as the superintendent's office, and Mr. Carney gave orders to

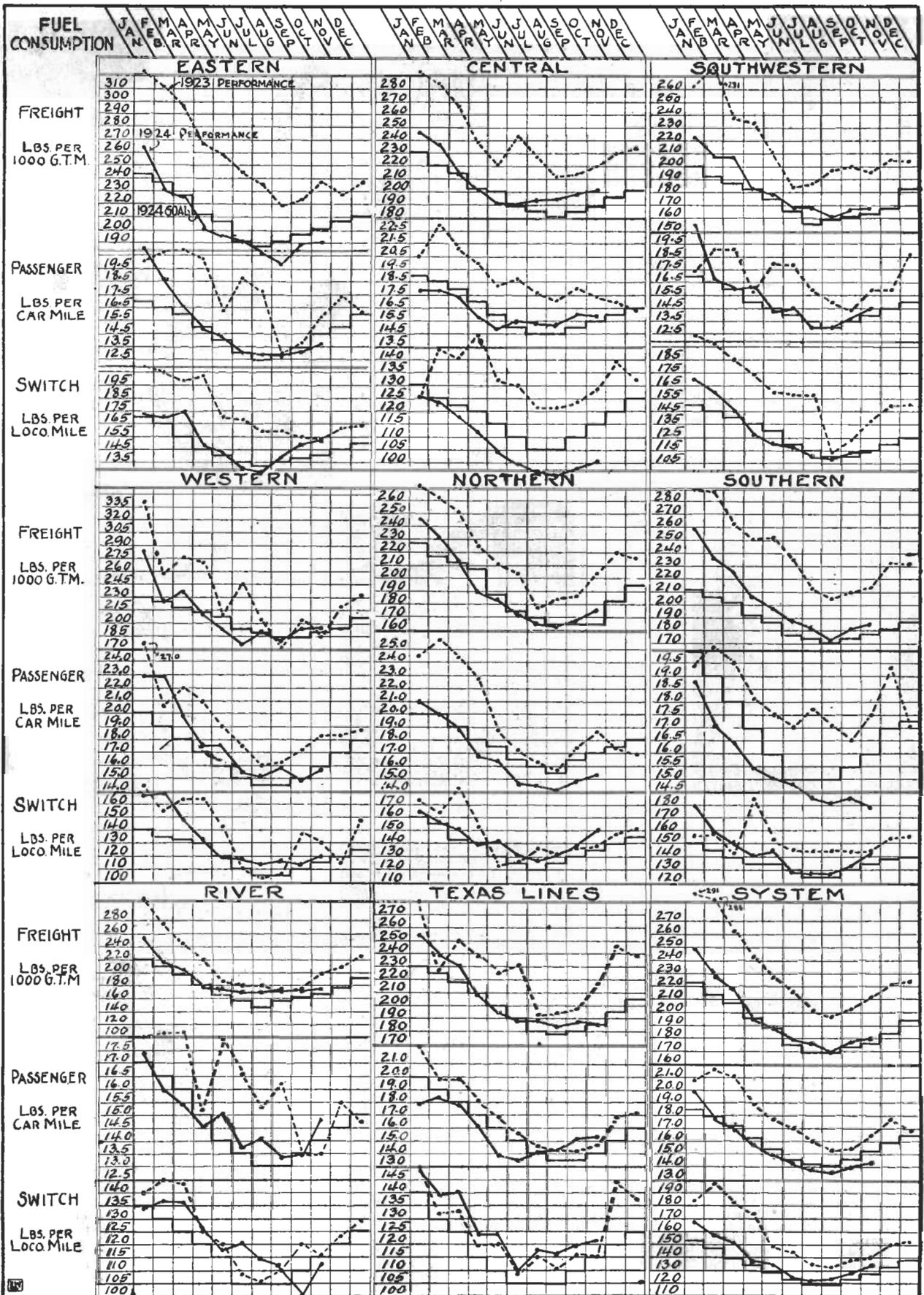
(Continued on Page 25.)



Jap, James and Jim Barker



1. Willa Maxine Eastburn, age 10 months; daughter of Wm. Eastburn, car clerk, Springfield, Mo. 2. Eloise Bloodworth, age 4 months; daughter of C. Bloodworth, agent, Haworth, Okla. 3. Martha Louise Wilkes, age 6 months; daughter of Harold Wilkes, claim investigator, office Supt. F. L. & D. Claims. 4. Tom, age 9; Marjorie, age 6 and Billie, age 3 years; children of Ernest Jackson, North Shops, Springfield. 5. Twila Maralee McBride, age 20 months; daughter of W. L. McBride, agent, Haverhill, Kansas. 6. Charles, age 14; Wilbur, age 9; Helen, age 3; children of Homer Wainman, West Shops, Springfield. 7. Martha Reed Wettman, age 3 years; niece of Bertha Reed, Store Room, Springfield, Mo. 8. Jack Albert Reid, age 8 months; grandson of Fred J. Ketcham (Jiggs), steel bridge foreman, Springfield. 9. "Billy" Wayne Wettman, age one year; nephew of Bertha Reed, Store Room, Springfield. 10. Bobbie, age 3 years; son of Chief Clerk Bearden, Paris, Texas. 11. Five months old son of W. A. Schubert, Southwest Division, Oklahoma City. 12. Wilma Eileen Price, age 7 years; daughter of W. D. Price, stock clerk, Store Room.



FUEL CHART FOR NOVEMBER

# SOME KIND WORDS OF PRAISE FROM USERS OF FRISCO SERVICE

## Thanks the Frisco for Prompt Settlement

Minnie E. Dixon of Aurora, Nebraska, writes as follows:

"Mr. J. W. Nourse, general passenger agent, Frisco Lines. Dear sir: I received the voucher for \$16.89 in settlement for damage to my baggage. Thank you very much for same also for the speed and courtesy shown in the matter."

## Veteran J. M. Brown Loves the Very Name of Frisco

Veteran J. M. Brown of Aberdeen, Miss., is an enthusiast where the Frisco is concerned. In a highly interesting letter to the editor he says, in part:

"I have just read the letter from Mr. Ben McCrum to Miss Moore. I am not a good letter writer and cannot say as much as does Mr. McCrum, but I do want to tell you that I love the very name of the Frisco. I went to work for the old K. C. M. & B., in November, 1886, while J. C. Monroe was master mechanic. I was put to work watching the engine on work train for W. A. Persing, engineer, and D. L. Forsythe, fireman. Mr. Birdsong was roadmaster. A short time later Mr. Forsythe went on the main line and I was given his job, holding this for about two years. During this time we had a head on collision with a fast freight train, and I was sent to Memphis with the disabled engine. I was then placed on a freight engine with Engineer Tom Cosgsoni. After firing for him a while I was put on a passenger train with Harvey Campbell, then R. H. Briggs asked me if I would go to Amory and be engine dispatcher. We had no seniority on the road at that time and I gladly went. I stayed there about two years, and a little later, having the rights on the Aberdeen branch, I was sent to Aberdeen, where I did the extra running. I kept this until a siege of neuritis in my arm took me off the road for ten months. At the end of that time Mr. R. F. Carr, then division superintendent insisted on my applying for a pension, I did so, and the pension board graciously allowed my claim. I have been on that list for the past ten years.

"The good old Frisco is not playing second fiddle to any road in the world. I have passed my seventy-first mile post and shall always remain a Frisco booster.

"There are few men left in service who were there when I came to the road, and I think of only one who is older than I in the service, that being Frank Leftwich, on the road between Memphis and Amory. I wanted very much to attend the reunion at Springfield, but was prevented from doing so by the illness of Mrs. Brown. May-

be some day I will tell you more of the old 'link and pin' days. I have been connected with the road payroll for 37 years. And please accept my best wishes for your very excellent magazine, the best in the country of its kind."

## Patron Thanks Frisco for Extraordinary Service

The following letter was written by D. J. Smith, realtor, St. Albans, West Virginia, to J. W. Kiser, agent.

"I write this letter to you for the purpose of thanking Mr. Springston, St. Albans' ticket agent for the Chesapeake and Ohio, for his kind and courteous attention shown me in planning and arranging a trip for my father to Severy, Kansas, the early part of this month.

"My father advises me that he was met by a representative of the Frisco in St. Louis and his every need looked after until his arrival at his destination. The modern railroad of today is offering to the traveling public real service, and as one who has occasion to use this service, I feel it my duty to convey my appreciation. My father is past 83 years old but enjoyed every moment of his 1,000 mile trip."

The letter is signed by D. J. Smith.

## Chapman Milling Company Congratulates the Frisco

Mr. O. H. McCarty, vice-president and general superintendent of the Frisco Lines in Texas, writes:

"Am enclosing letter from the Chapman Milling Company of Sherman, Texas, reading as follows:

"We had a car of burlap bags booked from Mente & Company of New Orleans, and we instructed them to route this car to us via Frisco. We were very much pleased with the service. They shipped a car out of New Orleans on October 13, and the car reached us on October 17. This kind of service is a fine inducement for shippers to route more of their cars via your lines, and we hope you will be able to continue this extra good service. We also wish to compliment you on your service out of Kansas City. We have in the past received several carload shipments out of Kansas City and we have often noted that we received good service via your line."

The letter is signed by the Chapman Milling Co.

## Sales Manager has Naught but Praise for Frisco Service

W. J. McGinnis, sales manager for the State of Oklahoma of the Goetz Products Company of St. Joseph, Mo., one of the largest bottling concerns in the west, writes:

"I have recently been using the

Frisco a great deal, both for traveling and for receipt of and shipping of our products. My sincere appreciation and thanks for the splendid service and the more than usual courtesy shown. Results have been splendid, and I want to thank all concerned for their unflinching good nature and courtesy at all times."

Mr. McGinnis very kindly adds a word of praise for the Frisco Employees' Magazine.

## Newspaper Man Compliments Frisco on Service Given

V. A. Jackson, of the Denver Times, recently had occasion to make a trip over the Frisco Lines in Texas and he has the following kind words of commendation:

"I would be ungrateful did I not express in some measure my appreciation of the excellent service and uniform courtesy found on the Frisco Lines during my trip. I assure you that traveling was made a distinct pleasure by reason of this. Your 'Texas Special' is one of the finest trains I have ever patronized."

## These Letters Say Much

The following letter was received by Harrison Will, City Passenger Agent, St. Louis:

"My dear Mr. Will, please accept our thanks and appreciation for your courtesy and kindness to me while in St. Louis.

"You certainly did everything you could to make my trip pleasant and I appreciate your fine spirit of co-operation.

"Sincerely yours,  
W. E. HOLLER."

Mr. Holler is vice-president and general manager of the Flint Motor Car Company, with headquarters in Flint, Michigan.

## Chicago Office Again Scores

Running true to form for 1924, our Chicago office won another victory against keen and persistent competition. Although their opposition was extensive, they succeeded in securing enough business to the International Petroleum Exposition to necessitate special train service from Chicago to Tulsa and return—via St. Louis both ways—which shows they did not overlook the long haul feature.

The personnel of their train included prominent and influential members of the oil industry from Chicago and adjacent territory. D. P. A. Baker, of Chicago, accompanied this distinguished party, and he reports 100% co-operation from all departments. Baker's complimentary remarks about the successful handling of the party included "Unquestionably the Frisco has developed to a high degree the science of being a railroad."