

Frisco Brakeman on Eastern Division Cited for Heroism

*O. H. Marshall Saves Dorothy Davis, Age 3, of Delisle, Mo.—
Credited With Twenty-five Merits*

MARCH eighteenth will always be a red letter day for little three year old Dorothy Davis, of Delisle, Mo.

Had it not been for an active Frisco train crew, interested every second in accident prevention and safe operation, Dorothy Davis would not be alive today, able to smile and talk and play with her little friends.

Dorothy became tired of her toys this particular bright morning and the little walk down from the front porch looked alluring. So Dorothy toddled down the path and out the front gate.

Suddenly she came upon two long shining rails of steel. She paused, wonderingly. They went on and on into two steel lines and she chuckled to herself! Her little baby mind felt a strong urge to see where they would end. She followed them on the outside of the track.

Before long, she tired. In her little flight she had traveled almost a mile. The gravel hurt her feet, and her walk became much slower than it had been at first.

Just then train 832 with seventy cars came around the curve, toward Portageville. To Dorothy the approaching roar of engine 741 was not particularly significant of danger. Cars had cut-outs, there were many noises, and she didn't look back. If she had, her baby mind could not have realized the danger.

But Engineer R. J. Robinson, sitting at the throttle with eyes alert on the track ahead, saw what he thought was a piece of paper. At just that time perhaps Dorothy had reached down to pick up a stone. Then he saw a little yellow head raise up!

Imagine for a moment all that transpired within the next thirty seconds! The engineer called to Fireman H. Reeser, and at the same time applied the air in emergency and together they exerted every effort to stop the train of seventy cars.

Brakeman Marshall on the Job

Head Brakeman O. H. Marshall, in the engine at the time, jumped out on the running board and ran down on the pilot.

For a split second Brakeman Marshall tried to decide whether to try and pick the child up with one arm, and maybe miss, or gently push her over the bank. He decided to do the latter. Just as the front wheels came up to her he gave Dorothy a gentle shove.

In her little slide down the fill, Baby



O. H. MARSHALL AND FAMILY

Dorothy received only minor bruises, and there is a bruise on the side of her head where she was probably struck by the oil box bolt.

But she got up laughing! Here was a great big engine, right where she might see it and touch it!

The crew looked around for her mother, and soon a woman running madly came across the fields, tears streaming down her face, and when she saw Dorothy alive and laughing, her joy hardly knew bounds.

Brakeman Marshall has received twenty-five merit marks from Superintendent J. A. Moran, and a letter from J. E. Hutchison, operating vice-president, commending him on his fine act of heroism.

Praise For Entire Crew

Engineer Robinson and Fireman Reeser should come in for a great deal of praise, for it was due to their efforts that the train was reduced in speed, giving Brakeman Marshall a chance to make the rescue.

Mr. Marshall has two little youngsters of his own and no doubt other members of the crew are proud fathers and realized just what it would mean had it been their baby walking along the track, unconscious of impending danger. Could each of them have been followed home that evening, no doubt in each home one would have heard a lecture on preventing of accidents.

The front gate at the Davis home has been fixed.

SHIPPERS SAVE ON RATES

**\$2,340,000 Saving to the Shipping
Public in Four Years, Says
the Railway Age**

DEDUCTIONS in freight rates made since 1921 when rates were at their peak have saved the shipping public about \$2,340,000,000 during the last four years, according to statistics published in the *Railway Age*, of which about \$1,033,000,000 was saved to the shippers of western territory.

"The Interstate Commerce Commission's complete traffic statistics of the Class I roads for 1925 show", says the *Railway Age*, "that last year both the average freight rate and the average passenger rate of the railways were the lowest since 1920, both having declined last year. The only year throughout which the advances in rates made by the Interstate Commerce Commission late in 1920 were kept in effect was 1921. General reductions were made in rates on farm products at the beginning of 1922; general reductions were made in the rates on all other freight at the middle of 1922; and the statistics show that owing to constant readjustments the trend of rates has been pretty steadily downward since.

"The average revenues per ton per mile during the last five years have been as follows: 1921, 1.275 cents; 1922, 1.177; 1923, 1.116; 1924, 1.116; 1925, 1.098. The average in 1925 was 14 per cent less than in 1921. The declines shown in the average rate may seem small, but on the basis of the freight business actually handled, they saved the shipping public the following amounts in the last four years: 1922, \$332,500,000; 1923, \$656,236,000; 1924, \$617,590,000; 1925, \$733,028,000; total in four years, \$2,339,354,000.

"The reduction in the average rate in western territory since 1921 has been from 1.422 cents per ton mile to 1.196 cents, or 16 per cent. The savings to shippers in western territory, owing to reductions of rates, have been during the last four years as follows: 1922, \$154,064,000; 1923, \$267,217,000; 1924, \$289,734,000; 1925, \$321,961,000; total in four years, \$1,032,976,000.

"The advance in rates for which the carriers in western territory are asking would amount to about \$80,000,000 annually. Therefore, it would be only about one-fourth as great as the saving made by the western shipping public in 1925 due to reductions of rates since 1921".

Rounding It Out

"Sir", said the beggar plaintively, "the good Lord gave me a stomach".

"Well, what of that"? demanded the passer-by, sourly.

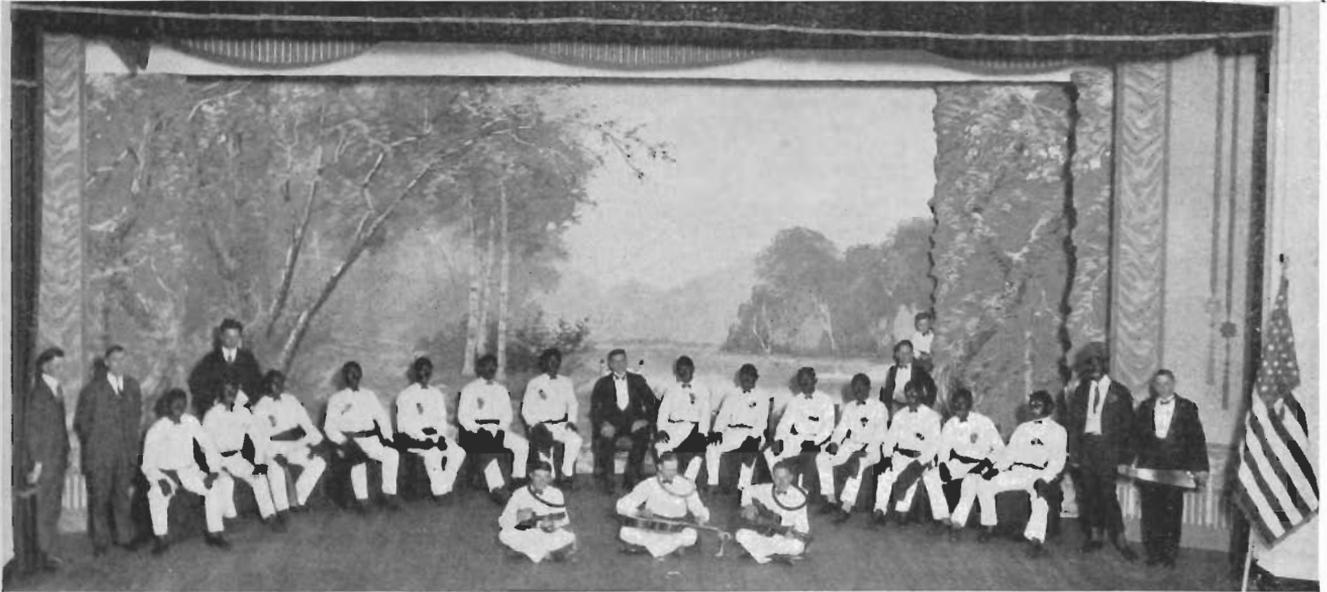
"Wouldn't you like to round out his gift"?

More Restful

Joe: "Shall we sit this out"?

Nancy: "Oh, Joe, I'm so tired; let's dance".—Jack o' Lantern.

Frisco Sunnyland Minstrel Show Plays to Packed Houses in Springfield, Mo., April 16 and 17



THE Frisco Sunnyland Minstrel, presented under the auspices of Local No. 1, of the Frisco Association of Metal Crafts and Car Department Employes at the Pipkin Junior High School, Springfield, Mo., April 16 and 17, was one of the most successful entertainments this association has ever given.

The entertainment was scheduled for one night only, but so many people were turned away that the program was given again on April 17.

The production was staged under the direction of Ralph Matthews, an employe of the West Springfield Shops and a member of the Paramount Four Quartet. The program was divided in two parts, and the first part included the following numbers: Vocal duet, Misses Mae and Fay Peeples; musical

saw, George Hasler; duet, Barnes Brothers; The Hula serenaders; Scottish selection, J. K. Cook; monologue, "Hoe Cake" Jarrett. These numbers were splendidly received.

The second part of the program was staged as a minstrel show, with an old plantation background for a setting. Howard Pickens presided as interlocutor. The end men, Otho Henderson, Charley Esselman, Slim Matthews and Ira Smith kept the audience in gales of laughter; Jerry Coring, Harry Coring, Whitey Barnes and Carl Watson showed the audience the latest in the Charleston and other speedy dance steps. Jones Barner, Pierce Eaton, Joe Weddell, George Dwyer, Red Barnes, T. B. (Ted) Whitehead, Francis Morton, Paul Carver Frank Calvin

and Cecil Waits were around the circle, and presented quartet numbers and splendid solo selections.

The music for the entertainment was furnished by the Frisco orchestra and the participants in the show were all of the Frisco family.

The committee on arrangements was untiring in its efforts to make the minstrel show a success and a good share of credit for the success should be given to Chas. L. Melton, chairman and his helpmates, Messrs. L. J. Lyons, S. F. Cooper, Otho Henderson, Virgil Johnson and V. V. Johnson.

The proceeds will go for furnishings incidental to the upkeep of the association's club rooms and hall, located on Commercial Street in Springfield.

Frisco Daughter Crowned Queen of Apple Land

(Continued from Page 9)

ruler of apple land for a year.

Governor Terral made a brief address before placing the crown on Queen Lillian's tresses, while the youth and beauty of twenty Arkansas towns participating in the celebration served as maids of honor and attendants.

Not only is Queen Lillian a Frisco daughter, but three other daughters of Frisco employes took part in the event. Miss Frances Hoover, daughter of Agent Charles Hoover at Rogers, was one of the fairies and Frances and Dorothy Pratt, daughters of Ticket Cashier Pratt of Rogers, were in the royal party. Miss Frances held the honored position of crown bearer and Miss Dorothy was an attendant.

The ceremony took only a few moments and the eight bands which came

from various cities to aid in the merriment of the occasion led the way back to the city. While the visitors were lunching, the float judging committee consisting of President James M. Kurn, Ray Gill, secretary of the Fort Smith, Ark., Chamber of Commerce, and Miss Marie Kalb of Joplin, completed their judging of the first prize for floats.

The first prize of \$75 was awarded to Bentonville, second prize of \$50 to Lincoln, the third prize of \$25 to Fayetteville and fourth prize of \$15 to Pea Ridge. Siloam Springs received honorable mention for her float.

Frisco Lines was splendidly represented at the affair with the following officials and employes: President J. M. Kurn; Vice-Presidents J. R. Koontz and J. E. Hutchison; J. N. Cornatzar, passenger traffic manager; H. L. Worman, superintendent of motive power; H. W. Hudgen, chief claim agent; M. M. Sisson, assistant general

manager; J. L. McCormack, superintendent of freight loss and damage claims; R. N. Nash, assistant freight traffic manager; J. K. Gibson, assistant to superintendent of motive power; W. L. English, supervisor of agriculture; C. B. Michaelson, marketing agent; S. L. Kennedy, acting superintendent of Central division; Fred Clark, division passenger agent; W. L. Huggins, Jr., director of publicity, and many others.

The twenty-four piece Frisco shop-crafts band of Springfield, under the direction of J. A. Gehrs, had a busy day and drew a great deal of applause and commendation for its splendid performance.

The Frisco carried hundreds of persons into Rogers on special trains from Springfield, Joplin, Grove, Oklahoma, and Fort Smith, and Springfield train carried the famous Boy Scout band, and the Scotch Uniformed Girls' Drum Corps of Senior High school.

A Thoughtful Deed by Superintendent Moran and a "Crew of Gentlemen"

No explanation or introduction is needed with the letter printed below. President Kurn and Vice-President Hutchison both complimented Superintendent J. A. Moran on the thoughtfulness he and his "crew of gentlemen" displayed:

Cape Girardeau, Mo., April 13, 1926.
Mr. J. M. Kurn, President,
St. Louis-San Francisco Ry. Co.,
St. Louis, Missouri.

Dear Sir:

On Saturday afternoon, April 3d, Mrs. Oliver and I boarded train No. 821 for Cape Girardeau just before it leaving St. Louis.

Every seat in the smoker and day coach had a passenger in it when we entered. There were a few passengers standing in the aisles, but we worked our way to the gentlemen's smoking room compartment of the day coach and there found a seat for Mrs. Oliver and for two young ladies (presumably teachers) who had followed us in an effort to get a seat. I noticed a young mother with a babe in her arms standing near the door and she, too, came in the smoker and I gave her my seat. The train was then about ready to move.

Mr. Moran, the superintendent, had his business car attached to the rear of the day coach. The conductor evidently notified him of the unexpected congestion in the coach. At any rate Mr. Moran requested those of us in the smoking room and others without seats to come into his private car. Every seat in the observation part of his car was given up to the passengers. The dining room was also used for the passengers. Mr. Moran occupied a camp stool in watching and observing the condition of the train as it moved southward.

When we reached Festus and Crystal City the congestion was relieved. At Ste. Genevieve many more passengers disembarked. While we were at Festus (I think that was the place) we were told of an accident that had occurred a short time before to a freight train north of Neelys and that it would probably delay our arrival some several hours. By the time we reached St. Marys and McBride there was plenty of room in the day coach for all the passengers, but Mr. Moran gave up his bed to two ladies that were coming here for Easter Sunday. Mr. Krueger, Mr. Moran's secretary, kindly gave his bed to Mrs. Oliver. I was given blankets and a pillow and the couch in the observation compartment. Through this courtesy and kindness we were all made very comfortable. On reaching the scene of the accident Mr. Moran left at once his coach and we never saw him afterwards.

Throughout the entire trip Mr. Moran, his secretary, the conductor, the brakeman, and the porter did everything in their power to make the passengers as comfortable as it was in their power to do. Mr. Moran, without being officious, learned the names and destination of every passenger in his car and on arriving at their places

of destination he and his secretary both, personally assisted passengers with their "Easter bonnets" either to the depot or to the custody of awaiting friends.

He is indeed a diplomat and his kindness and courtesy and personal attention made every passenger feel not only comfortable, but that he had been especially favored. I never saw a more gallant and courteous "crew" of gentlemen. Every man seemed anxious to serve. Every passenger felt that he or she had been specially cared for and looked after.

I thought it was due you and I thought it due Mr. Moran, his secretary, the conductor and brakeman and the porter that you should know how kindly and courteous we had been cared for. Such officers and employes are bound to make friends for the road and I wanted you, as the head of the company, to know how your patrons appreciated the kindness of your employes.

Very respectfully,
(Signed) R. B. OLIVER,
Cape Girardeau, Mo.

ANSWERS TO RIDDLES ON TWILIGHT PAGE

1. A hole, of course.
2. Into your eleventh.
3. Two—inside and outside.
4. The last six, as they couldn't come till after T.
5. Your nose, because it will run for you till it drops.
6. When its a bad one.
7. Because their little bills are all over dew.
8. Silence.
9. When he moves from one spot to another.
10. Because it has a head and a tail and two sides.
11. Because they leave out their summer clothing.
12. Because no one ever saw it before.

SPECIAL VIA FRISCO

K. C., Mo., Chamber of Commerce
Uses the Frisco on Good
Fellowship Tour

THE Chamber of Commerce of Kansas City, Mo., made its thirty-fifth annual trade extension trip May 2 to 8, inclusive, covering over 1,100 miles of territory, a greater part of which was via Frisco rails.

The special consisted of a twelve car train accompanied by a twenty piece band, and sixty towns were visited by the good-fellowship trippers.

The Frisco handling took the part from Kansas City, the night of May 2, to Springfield, Mo., thence Republic, Marionville, Aurora, Monett, Pierce City, Granby, Neosho, Goodman, Anderson, Noel to Gravette, Arkansas; from Gravette, Arkansas to Bentonville, Rogers, Fayetteville, Van Buren, and at Fort Smith the special was given to the Missouri Pacific for handling from Fort Smith, Arkansas, to Fort Gibson, Oklahoma. It was returned to the Frisco for routing from Fort Gibson to Muskogee, Boynton, Morris, Okmulgee, Henryetta, Weleetka, Wetumka, to Holdenville Okla. From Holdenville the special was handled by the Rock Island to Shawnee, and from Shawnee by the Santa Fe to Jennings, Okla.

The Frisco again took the special at Jennings, where it was routed to Quapaw, via the following towns: Tulsa, Claremore, Chelsea, Vinita, Afton and Miami.

The M. M. & B. Railroad handled the special from Quapaw to Picher, and Baxter Springs, where it was given to the Frisco again.

The special traveled Frisco Lines from Baxter Springs to Cherryvale, Kansas, via the following towns: Galena, Kansas, to Joplin, Webb City, Orongo, Carthage, Carl Junction in Missouri; Columbus, Oswego, Altamont, Mound Valley and Cherryvale in Kansas.

The special carried two of the latest type dining cars throughout the entire trip.

George M. Moreland in "Over in Arkansas"

Memphis Commercial Appeal of April 6

A news note from Mississippi the other day told of the efforts of the business men of Columbus to secure a right of way for the new extension of the Frisco Railroad through Lowndes County. If those farmers down in Lowndes do not think the coming of the Frisco would help them, I would invite them to go over to Benton, Washington and Crawford Counties, Arkansas, and ask those farmers about the service of the Frisco. Benton County is famed as the "land of the the big red apple". The Frisco helped them acquire that fame. Washington County is famed as a grape section. The Frisco helped them acquire that fame. Crawford County is famed as a poultry section. It was with the Frisco's assistance that they attained this distinction. Yes, the Frisco is an asset to any community it might enter. Those Lowndes County farmers better get the Frisco if they can.

GOOD BUSINESS PROSPECT

Forecast for Next Three Months
Includes Increases in Many
Businesses

NORMAL business conditions will prevail in the Mid-West territory for the next three months, according to the reports furnished by 44 special committees representing all the important lines of agriculture and industry, at the ninth regular meeting of the Mid-West Shippers' Advisory Board, held in Chicago, April 13. This Board, one of twelve shippers' advisory boards which now cover the entire country, includes in its territory the States of Iowa, Illinois and Wisconsin, and parts of Indiana and Michigan. The purpose of the organization is to co-operate with the railways in producing satisfactory transportation service by forecasting, three months in advance, the probable traffic demands of agriculture and industry.

At the meeting today, probable production and shipments for the next three months were forecast by the 44 special commodity committees composing the Board. Detailed information regarding the trade situation in the various industries was also given, thus affording the best index available of agricultural and business conditions in the Mid-West for the next three months.

Increases in business for the coming quarter were reported by a number of important industries. For petroleum and petroleum products, a fifteen per cent increase is anticipated over the corresponding period last year. The brick and clay products industry expects an increase of about twenty per cent over the second quarter of 1925. For canned goods, groceries and food products, a probable increase over 1925 was reported in Illinois, Indiana and Wisconsin, while a decrease is expected in Iowa. The confectionery business was reported as better than last year and the wool trade is also good.

Continuation of the normal level of activity in the next three months was reported by a number of industries, among which were the cement industry, the soap industry, the livestock traffic and the traffic in acids and chemicals, hides and leather, and corn products. Decreases in activities for the next three months under the corresponding period of 1925 were reported for some trades. The traffic in sand, gravel and stone was forecast at about 85 per cent of the corresponding movement last year, the decrease being due to the delay in road construction work in Illinois. A falling off in the waste material trade was anticipated, as was also a seasonal decline in the movement of grain products.

Reports of equipment condition and new equipment put in service were made by representatives of all the principal railways serving the Mid-West territory. The representatives reported that their equipment is in good condition and that a number of

Frisco Girl Chosen "Miss Springfield"



Miss Helen Murray of Frisco Lines was chosen "Miss Springfield" at the initial performance of "Betty Who", a two act musical comedy given by local talent under the auspices of the Knights of Columbus, April 9 and 10 in Springfield. "Miss Springfield" was crowned on the second night by the Queen of the Ozarks, Miss Catherine Quinn of Springfield.

Several organizations of the city, including the Shrine, Kiwanis, Rotary and other clubs, sponsored young ladies for the honor. Miss Murray was the candidate of the Shrine club and was given the honor by popular vote on the first night.

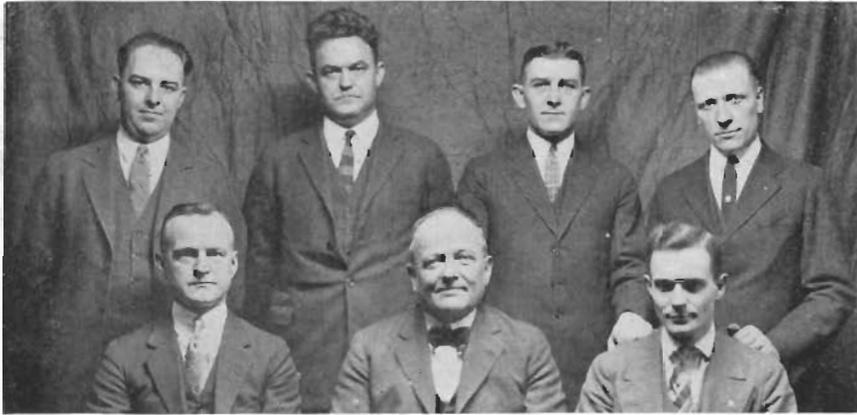
Miss Murray has been a clerk in the car accountant's office since July, 1920, with the exception of one year when she attended Central College at Lexington, Mo.

new locomotives and freight cars had been installed in the past three months. Practically all of these roads have a surplus of locomotives and cars in good condition, ready to meet any traffic demands which may arise.

Car orders in the past three months have been practically 100 per cent filled, and the situation at the various Mid-West terminals was characterized as excellent.

The meeting was well attended.

Interline Wins Bowling Championship for Fifth Year



Reading from left to right (seated): Adolph Burgdorf, Robert Bacon and George Grellner.

Standing: Earnest Thielker, Sid Hallman, Oliver Duffy, Captain, and Robert Tschambers.

These men, with the exception of George Grellner, are employed in the interline division of the freight accounting department. Mr. Grellner is in the paymaster's office.

WHEN the Frisco Railway Bowling League closed its 1925-1926 season on March 26, the Interline department of the St. Louis offices held first place position for the fifth consecutive year. Throughout the season on the Washington alleys the other department teams of the league concentrated their efforts on taking the crown away from Interline, but were unsuccessful.

The total amount in cash prizes won by the Interline department team was \$79.45. During the season a total of 420 games were played, covering a period of twenty-eight weeks. The money was divided among the men according to the games played and the scores made.

The result of the season as to team standing, individuals, high averages, together with prizes won, appears below:

Place	NAME OF TEAM Team Standing	Prize
1	Interline	\$54.50
2	Tower Grove	52.50
3	Engineering	50.50
4	Auditing	48.50
5	Passenger	46.50
6	Freight Traffic	44.50
7	Revising	42.50
8	General Freight	40.50

High Three		
1	Tower Grove	\$ 5.00
2	Interline	4.00
3	Engineering	3.00
4	Auditing	2.00
5	Passenger	1.00

High Single		
1	Passenger	\$ 5.00
2	Engineering	4.00
3	Auditing	3.00
4	Interline	2.00
5	Tower Grove	1.00

INDIVIDUALS		
High Three		
1	Conley—Tower Grove	\$ 5.00
2	Tschambers—Interline	4.00
3	Burke—Engineering	3.00
4	Spielman—Tower Grove	2.00
5	Kranefuss—Engineering	1.00
High Single		
1	Bullerdick—Auditing	\$ 5.00
2	Tschambers—Interline	4.00
3	Bauer—General Freight	3.00

4	McBride—Engineering	2.00
5	Riegel—Passenger	1.00

HIGH AVERAGES

Place	Name—Team	Prize
1	Tschambers—Interline	\$ 5.00
2	Burke—Engineering	4.50
3	Conley—Tower Grove	4.00
4	Spielman—Tower Grove	3.50
5	Lyons—Tower Grove	3.00
6	Rose—Freight Traffic	2.50
7	Koch—Auditing	2.17
8	Spinner—Freight Traffic	2.17
9	Reinheimer—Auditing	2.16
10	Gauvin—Engineering	2.00
11	Duffy—Interline	2.00
12	Houlihan—Passenger	2.00
13	Kinworthy—Auditing	1.50
14	Riegel—Passenger	1.50
15	Bacon—Interline	1.50
16	Grob—Engineering	1.50
17	Thielker—Interline	1.50
18	Valleyroy—Tower Grove	1.50
19	Burgdorf—Interline	1.00
20	McLean—Revising	1.00
21	Weisheyer—Tower Grove	1.00
22	Eichnauer—Passenger	1.00
23	Berkeley—Revising	1.00
24	Fries—Freight Traffic	1.00
25	Rohlfing—Revising	1.00
26	McBride—Engineering	1.00
27	Tremayne—Passenger	1.00
28	Kranefuss—Engineering	1.00
29	Murray—Auditing	1.00
30	Grellner—Interline	1.00

HISTORY OF BLACKWELL, ENID & S. W. RAILWAY

(Continued from Page 11)

quisition. The Frisco alert to the possibilities of the country, sent their Chief Engineer, Captain J. F. Hinckley, to look over the line.

Frisco Purchase in 1903

I had the pleasure of accompanying him over the entire line. He was greatly pleased with the splendid location and fine grade line, and made a very favorable report, with the result that a contract was entered into February 27, 1902, providing for the purchase of the line, which was to be completed according to certain Frisco standards. This was done, and the Frisco assumed control in March, 1903.

The whole line was quickly constructed. Mr. Peckham organized the Bes Line Construction Co., of which he was President, and his untiring energy enabled our line to keep ahead of our competitors in that territory. Charles Hunter (one of Roosevelt's Rough Riders) was our Right-of-Way and Townsite Agent. He did yeoman service in securing the right-of-way with the minimum of friction, so that our grading work was seldom delayed. He had been connected with the Enid Chamber of Commerce, and his funeral a few years ago, in that city was one of the largest ever held there. The station Hunter was named for him. Mr. Peckham had a station named in his honor when he was instrumental in getting the Frisco extension from Arkansas City to Blackwell. Many stations on the Bes Line were named for men who were financially interested in the enterprise: Breckenridge, for Mr. Breckenridge Jones, President of the Company; Drummond, for Harry Drummond, at one time connected with the leading tobacco manufacturing company of St. Louis; Ames, for Henry Semple Ames, a Vice-President of the Mississippi Valley Trust Company; Carleton, for Murray Carleton of the Carleton Dry Goods Company, St. Louis; Frederick, for the son of J. C. Van Blarcom, President of the Commonwealth Trust Company.

President Roosevelt and Jack Abernathy hunted wolves where Frederick is now located. There was considerable game in the country in 1901. Wild geese wintered on the Red River and fed in the wheat fields on the Texas side.

Conditions Then and Now

It is a marvelous transformation to see the condition of this country today, and contrast it with conditions in 1901. Then there was but one white man in the country, and none of it broken to the plough. Now, thriving cities of from five to twenty thousand people, paved streets, water works, sewers, electric lights, good roads, and every 160 acres supporting a farmer in good circumstances—good houses, good barns, automobiles, telephones, radios, rural free delivery of mails, abound in the territory.

At the time the Bes Line was being constructed the Denver, Enid and Gulf was organized and financed also by Mr. Breckenridge Jones and his associates, and a line was constructed from Enid to Guthrie, the writer being Chief Engineer. It was subsequently extended from Enid to Kiowa, Kansas, and acquired by the Santa Fe System. Mr. Jones' syndicates were organized for an expenditure of four hundred thousand dollars, but before they finished railway building in Oklahoma Territory they had made an investment of over five million dollars in cash, and it is a pleasure to note that, while so many of our railway lines have in their first few years been forced into receivership and the original promoters lost heavily, in this case the results were financially profitable, a tribute to the good judgment of Mr. Jones and his associates.