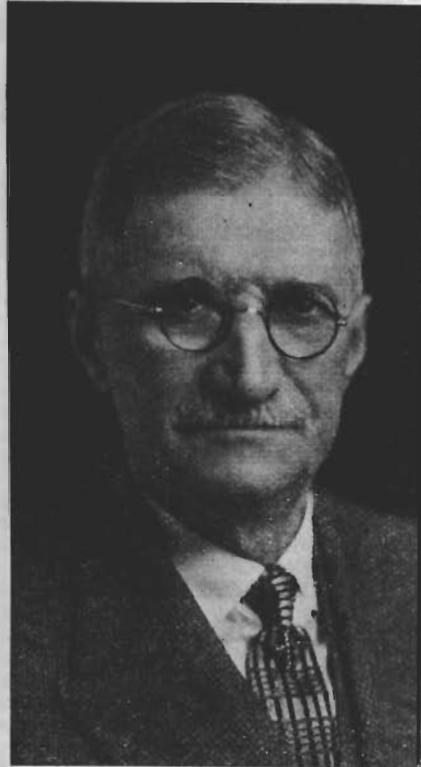


**HE SAVED OLD ORDERS**

**J. W. Parker Has Interesting Collection of Passes of Last Century**

**J.** W. PARKER, retired Frisco conductor stepped into the *Magazine* office recently, and took from his pocket an envelope containing some very old train orders, tickets and passes, which he thought might be of interest to the *Magazine* and its readers.

Mr. Parker was hired by the old K. C. F. S. & M. Railroad on Octo-



**J. W. PARKER**

ber 9, 1889, as a conductor on freight, and was promoted to the position of passenger conductor in 1899. He was pensioned in June, 1923.

"I don't know why, but I've just saved a lot of these old passes and hat checks," he said. "Why I've got one hat check here that I know is fifty or sixty years old. I've lived and served the railroad in the days before even physical examinations were necessary. We just reported to the superintendent, and if we looked fit, we were hired.

"There is one telegraphic train order here, dated November 11, 1899, which I am sure will interest the dispatchers and operators on the Frisco," he said, and he took from the papers one old, and aged order, which he had to study for some time before he could read some of the words.

The order was headed at the top, "K. C. F. S. & M. Railroad, K. C. C. & S. Railroad and C. R. R. Railroad." It was as follows:

"For Cherokee, to C. & E. engines

**Excellent Track on Southwestern Division**



The above photograph, sent to the *Magazine* by J. A. Macmillan, reporter of Sapulpa, Okla., shows an excellent stretch of track on the southwestern division.

The picture was taken on the main line of the Cherokee sub-division, between Peirce City and Neosho, Mo. The rock bank makes an exceptionally fine showing. Special notice is

called to the heavy rip-rap protection against high water.

The editor welcomes photographs of this kind. It is of great interest to know what the different divisions are doing in the way of maintaining a fine roadbed, and examples such as are shown in these two pictures inspire greater effort on the part of those concerned.

29-53-64-128. Engine 128 will work extra until 7 o'clock p. m. between Cherokee and Weir shaft and between Weir City and Mackey via Cherryvale district. Engine 64 will run extra Cherokee to Mackey via Cherryvale district and has right of track over express 29, 53 and 128. Engine 64 will run extra Mackey, Stillson and return to Cherokee via Joplin district. Engines 29 and 53 will run extra Cherokee to Weir City via Weir City, via Weir City Junction and have right of track over work extra 128 to Weir City. Engines 29 and 53 will run extra Weir City to Cherokee and will protect themselves against work extra 128. Engine 46 will run extra Pittsburg to Cherokee and return to Arcadia via Cherryville district and will protect itself against express 64, 29, 53 and 128. Extra 29 has right of track over extra 53."

This train order was signed by Fessenger, operator and R. V. Miller, trainmaster.

An old ticket dated October 18, 1893, reading from Ft. Scott to Ocheltree via Missouri River, Ft. Scott and Gulf Railroad is among his valued collection, and he prizes highly an old certificate dated February 5, 1890, which certifies that J. W. Parker has passed examination as conductor on time table rules, signed by W. H. Ellis, examiner and approved by H. T. Mitchell, division superintendent of the old K. C. F. S. & M. Railroad.

Since Mr. Parker's retirement, he and his wife have resided at Taneycomo near Springfield, Missouri, where he enjoys the beauty of the surrounding Ozark country in the summer; and fishes to his heart's content.

**MEET AT CHEROKEE**

The accident prevention department joined a movement fostered by O. C. Miller, Cherokee, Kansas, local agent for the Frisco, and Bertha Mae Williams, primary teacher in the public school of that city, to put over a public safety meeting in the school auditorium on March 18. The meeting also served as a home-coming celebration in honor of H. W. Hudgen, director of accident prevention. Mr. Hudgen was born in Cherokee and attended school there, where he is affectionately known to his old associates as "Pete Hudgen."

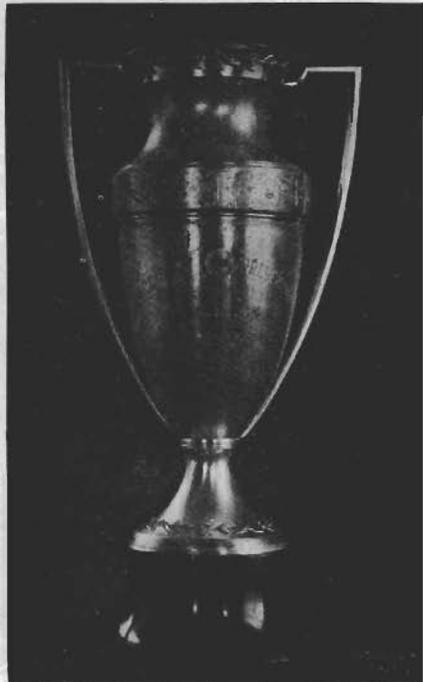
A representative group of people met in the community high school on the morning of March 18, where Mr. Hudgen, introduced to the body by J. C. Straley, superintendent of that school, addressed the audience on the subject, "The Possibilities of a Railroad Man."

In the afternoon, Messrs. Z. B. Claypool and C. C. Mills, of the accident prevention department, addressed the student body. Both addresses were on the subject of the dangers that surround the children in the home, on the highway and around railroad yards. In the evening, approximately 1,000 people met in the school auditorium, where a varied program was given, which consisted of addresses, music and readings. W. H. Bevans, superintendent at Ft. Scott, Kansas, acted as chairman of the meeting. C. Mart Montec, Mayor of Pittsburg, Kansas, Jesse W. Greenleaf, superintendent of Kansas City Safety Council, C. O. Miller, Bertha Mae Williams, H. W. Hudgen, Z. B. Claypool and others appeared on the program.

CUP FOR SAFE WORKERS

Transportation Dept. Employees In Contest for President's Loving Cup

A SECOND elaborately designed loving cup received by H. W. Hudgen, director of accident prevention was presented to F. H. Shaffer, general manager, at a meeting held March 24 in Springfield, Mo., to in turn be presented to the transportation or maintenance of way department employees who hold the best record in the renewed accident prevention campaign.



A similar loving cup was presented to H. L. Worman, superintendent motive power at a recent meeting. The cup will exchange hands in the mechanical department shop or division which makes the best record.

Both cups will change hands every three months, and the first presentation of the transportation loving cup will be on June 1, while the cup of the mechanical department was presented to the department with the best showing on April 1. At this writing figures and statistics do not show just who won this cup for the first three months, January to April.

The basis on which the contest was judged, was the department having the fewest number of personal injuries per one thousand man hours worked. This unit of measure enables the small division or terminal to make accurate comparison with the largest division or terminal.

Train yourself to think along straight lines. The thinker seldom grows old—mentally or bodily.

Accident Prevention Meeting Schedules Announced

ANNOUNCEMENT is made by the accident prevention department of meetings for the second quarter of 1927, showing the place and the date to be held.

This schedule is for the mechanical and transportation department employees, and has received the approval of F. H. Shaffer, general manager, and O. H. McCarty, general superintendent of the Texas Lines for the transportation department, and H. L. Worman, superintendent motive power for the mechanical department schedule.

MECHANICAL DEPARTMENT

DIVISION OR SHOP	APRIL	MAY	JUNE
West Springfield Locomotive Shops	Mon., 4, a.m.	Mon., 2, a.m.	Mon., 6, a.m.
West Springfield Freight Car Shops	Mon., 4, p.m.	Mon., 2, p.m.	Mon., 6, p.m.
North Springfield Shops	Tues., 5, a.m.	Tues., 3, a.m.	Tues., 7, a.m.
Reclamation Plant	Tues., 5, p.m.	Tues., 3, p.m.	Tues., 7, p.m.
North Springfield Freight Car Shops	Wed., 6, a.m.	Wed., 4, a.m.	Wed., 8, a.m.
West Springfield Coach Shops	Wed., 6, p.m.	Wed., 4, p.m.	Wed., 8, p.m.
Eastern Division	Fri., 8, a.m.	Fri., 6, a.m.	Fri., 10, a.m.
Southwestern Division	Tues., 12, a.m.	Tues., 10, a.m.	Tues., 14, a.m.
Texas Lines	Wed., 13, p.m.	Wed., 11, p.m.	Wed., 15, p.m.
Central Division	Fri., 15, a.m.	Fri., 13, a.m.	Fri., 17, a.m.
Northern Division	Tues., 19, a.m.	Tues., 17, a.m.	Tues., 21, a.m.
Western Division	Thurs., 21, p.m.	Thurs., 19, p.m.	Thurs., 23, p.m.
Southern Division	Tues., 26, a.m.	Tues., 24, a.m.	Tues., 28, a.m.
River Division	Wed., 27, p.m.	Wed., 25, p.m.	Wed., 29, p.m.

TRANSPORTATION DEPARTMENT

DIVISION OR TERMINAL	APRIL	MAY	JUNE
St. Louis Terminal		Thurs., 5	
Springfield Terminal	Thurs., 14		Thurs., 16
Tulsa Terminal		Wed., 4	
Kansas City Terminal	Mon., 4		Mon., 6
Birmingham Terminal		Wed., 11	
Memphis Terminal	Wed., 20		Wed., 22
Eastern Terminal		Thurs., 19, Salem	
Southwestern Division	Tues., 12, Henrietta		Tues., 14, Okla. City
Western Division		Tues., 31, Enid	
Central Division	Thurs., 7, Fayetteville		Thurs., 9, Hugo
Northern Division		Tues., 17, Neodesha	
River Division	Wed., 27, Chaffee		Fri., 24, Hayti
Southern Division		Fri., 13, Carbon Hill	
Texas Lines		Thurs., 26, Brownwood	

THE FRISCO AND MONETT

According to the Monett (Mo.) Times, the Frisco has a monthly payroll in that city of \$85,000.

The story of the city itself cannot be well told, unless it is closely intertwined with the Frisco's interests, and in order that others besides Frisco employes in Monett, may know of the importance of that city, an editorial which appeared in a recent issue of the paper referred to above, is reprinted below. The subject of the editorial is, "Do You Know Monett?"

"A very important industry and one of the main resources of the City of Monett is the St. Louis and San Francisco Railroad, one of the principal division points of that great system being located at this point. Being 282 miles southwest from the City of St. Louis and with lines reaching from this point into the southern, southwestern and western states, it is here that local freight shipments from the East are re-worked and car load shipments re-routed and sent on their way. In like manner are shipments from the southern, central and western divisions united at this point and sent in combined trains on their eastward journey. There were 12,240 cars of freight handled at the local freight depot last year.

"There are nineteen passenger trains running in and out of Monett every twenty-four hours. Convenient connections are made with all incoming trains to points in all directions, thus affording the best of train service to the traveling public. The Frisco officials keep in mind at all times the convenience of the public and arrange their schedules to meet their demands whenever they can consistently do so.

"Monett is the largest mail distributing point on the Frisco. About 85,000 sacks and pouches of mail are transferred at this point every month.

"The Frisco employs about 750 men including train crews and shopmen at this place with a monthly payroll of \$85,000.00. This computed on an annual basis is more than \$1,000,000.00 distributed annually at this place.

"The local officers in charge are: General Agent A. T. Brown, Master Mechanic W. G. Hall, Roundhouse Foreman C. H. Garrison, General Car Foreman R. G. Kaufman, General Yardmaster M. K. Pace and Yard Foreman Peter Stolle.

"These foremen are assisted by competent assistants and a corps of experienced and efficient workmen. Each of these departments has its specific work to do, yet the work is so associated that should one of them fail to do its part well the entire system is crippled.

"Twenty-two regular freight trains run into and out of the Monett yards every day besides a number of ex-

Fullington and Christopher Head Frisco System Telegraphers



W. I. CHRISTOPHER



M. T. FULLINGTON

M. T. FULLINGTON, who has been general chairman of the Frisco System Division 32, Order of Railroad Telegraphers for the last five years, was re-elected by acclamation for a three-year term at a meeting of the local chairmen at Springfield, Missouri, on the night of March 4.

W. I. Christopher of the Springfield general telegraph office was elected assistant general chairman, and with Mr. Fullington as chairman and Mr. Christopher as secretary, an executive committee including W. B. Musgrave and C. V. High was named at the meeting.

Mr. Fullington began his Frisco service as a station helper at Marshfield, Missouri, in 1901. He began work as a telegrapher on June 7, 1903, at North Springfield, Missouri, and since that date has worked on various divisions of the Frisco, and also spent four years in the general telegraph office at Springfield. Mr. Fullington is chairman of the Greene County Democratic Central Committee, and has taken an active part in various civic activities.

Mr. Christopher entered Frisco service on July 23, 1914, and worked at various stations on the eastern division as telegrapher and agent until September, 1917, when he entered the United States army. He served as a non-commissioned officer of the

342nd Field Artillery of the 89th Division and saw service on the western front and with the Army of Occupation in Germany. On June 10, 1919, he was discharged from the army and returned to his duties as telegrapher on the eastern division where he remained until June, 1920, when he was assigned to service in the Springfield relay office.

On July 15, 1922, he was promoted to the position of late night chief, a position he filled until his recent election.

The committee which re-elected Mr. Fullington and his assistant is composed of the thirteen local chairmen from the various divisions of the Frisco railway. They are as follows: W. B. Musgrave, agent-telegrapher, Strafford; E. G. Butler, agent-telegrapher, Humansville; R. A. Riley, telegrapher, Ft. Smith, Ark.; W. L. Osborne, agent-telegrapher, Thomas, Oklahoma; L. G. Denny, agent, West Tulsa, Okla.; W. H. Agee, agent, Holdenville, Okla.; E. E. Young, agent-telegrapher, Hillsdale, Kans.; C. V. High, car distributor, Joplin, Mo.; E. Slater, agent-telegrapher, Townley, Ala.; V. E. Hopkins, telegrapher, Chaffee, Mo.; W. V. Claybourn, telegrapher, Dublin, Texas; W. I. Christopher, who formerly was chief of the general telegraph office at Springfield and M. T. Fullington, who represents district No. 1, southern division.

tras. Nine switch crews, three working at a time, are kept busy working the trains which enter the Monett yards. In this department from 2,000 to 2,500 cars are handled daily. During the month of September 69,975 cars were handled at this place."

Provoking

"Why did you strike the telegraph operator?" the judge asked the negro. "Well, yo' honor," said the culprit, "I hands him a telegram for my girl an' he starts readin' it. So I just nachurally up an' hands him one."

## LEGION SAILS AGAIN

Paris Is Goal of Peace-time Army,  
September 19-23

IN April, ten years ago, the United States declared war and plunged into the conflict that was rocking Europe. Soon a continuous stream of khaki clad soldiers were embarking for the great adventure. Next September, ten years later, the Second A. E. F. of The American Legion will shove-off for France. The ninth annual convention of the organization will be held in Paris, September 19 to 23, inclusive. Special trains will rush the Legionnaires from their home towns to the ports of embarkation and from the docks in France to Paris.

In 1918 the St. Louis & San Francisco Railroad ran special trains, carrying thousands of troops from their home cities to camp, from one camp to another and from camps on the start of their trips across the country to the same embarkation ports to which the men will go in September. They will run special trains again. The men will not be grouped as before, but will be picked up at all stops along the line.

The St. Louis & San Francisco Railroad did good work in war days in moving the men and they have been asked to provide equipment to get these same men over the road in good style again—of course, in far better shape than their first haul was.

The ports from which the men will sail are Montreal, New York, Boston, Hampton Roads, Charleston, New Orleans and Galveston. Seven trans-Atlantic steamship lines will provide the twenty-eight steamships for the peace time fleet. These lines are the United States Line, Holland-America Line, French Line, Canadian Pacific Line, International Mercantile & Marine Company, Cunard-Anchor Line and the Royal Mail & Steam Packet Company. The flagship for the Legion fleet will be the giant Leviathan, the world's largest liner, and the vessel that carried 40,000 of Uncle Sam's warriors across during the war, with as many as 10,000 aboard on a single trip. This ship, the pride of Germany's passenger ship fleet prior to her seizure by the United States at the outbreak of the war, was known as the Vaterland.

Landings will be made at three French ports and one Belgium port. The French ports are to be Havre, Cherbourg and Boulogne, while Antwerp will be the place of anchoring the ships bound for Belgium.

Upon arriving in Paris the Legionnaires will register at the Palace Trocadero, government exhibition building, built by the French government in 1878, where the convention sessions of the Legion are to be held.

Convention headquarters for the Legion downtown will be the Hotel Crillon, while "40 and 8" members will have the Palais d'Orsay as their of-



ficial hangout. Convention meetings of the American Legion Auxiliary will be held in the ballroom of the Hotel Continental, long familiar to American travelers visiting the French capital.

On September 20th, the Legionnaires will be formally welcomed by the Parisians. A grand march will be made down the Champs d' Elysees and in the reviewing stand, which will be located near the Arc d' Triomphe, will be Gen. Ferdinand Foch, generalissimo of the allied armies during the war and honorary commander of the Legion; Howard P. Savage, national commander of the Legion and commander-in-chief of the Second A. E. F.; Gen. John J. Pershing, commander of the A. E. F.; General Gouraud, military governor of Paris, under whom many American soldiers fought; Mrs. Adalin Wright Macaulay, national president, American Legion Auxiliary; Charles A. Mills, chef des chemins d' fers, "40 and 8" and other notables who are prominent in the affairs of national patriotic organizations of the various allied countries and allied military leaders in war days.

Battlefield and American military cemetery tours, of interest to men of all American divisions that participated in the war, have been arranged. Prices for these tours range from \$5 to \$16.50 and have their appeal to all ex-service men, whether combatants or noncombatants.

Tours to other European countries also have been arranged. Special

trains will be run, carrying Legionnaires. Welcoming delegations will greet the veterans in the principal cities of all European countries, with the exception of Russia which is not to be visited. These countries have agreed to eliminate passport visa charges to Legionnaires. This means a saving of approximately \$1,000,000 to the veterans. In order to have the passport fees eliminated, Legionnaires must purchase identification certificates, costing \$1. This certificate also entitles the Legionnaires to be free of the landing charge of \$5, charged at French port cities. They also will get reduced prices on foreign railroads.

The railroads of the United States have consented to a fare cut of 50 per cent. Railroads in the European countries have made cuts, averaging 50 per cent. The railroads in the British Kingdom have reduced their fares 25 per cent. The seven steamship companies, carrying the Legionnaires over and back, have made attractive cuts in passages. The prices range from \$145.80 to \$370. This is far less than the cost of the trip if made independently. Staterooms will be of the best and the food will be exceptionally good. The men will be granted freedom of the ships, too, which is a feature to be considered.

It is estimated that the time needed to make the trip, attend the convention sessions, make battlefield and

(Now turn to Page 29, please)

## DECREASE IN ACCIDENTS

### Substantial Reduction In Casualties Made During First Sixty Days of Year

**H.** W. HUDGEN, director of accident prevention, St. Louis, Missouri, on March 11, issued a statement showing the total number of persons killed and injured during the month of February, compared with the same month in 1926, and also the period January and February, 1926, compared with the same period this year.

The most remarkable showing was made by the mechanical department employes. This group show a decrease of 4.5 per cent, January and February, 1926, over the same period 1927.

Another showing of great importance is in the number of autoists injured.

"This decrease, which amounted to 41 per cent, is the first decrease that has been shown, not only in months, but in years," Mr. Hudgen said. "We have always had to show an increase in the casualty list among the autoists, until this comparison."

These percentages were compiled from claim department records and include all personal injuries sustained, those reportable and non-reportable to the Interstate Commerce Commission.

A total of fifteen accident prevention meetings were held at the various points on the system from February 9 to March 9, with a total attendance of 326 men.

On March 1, a meeting was held at Enid, Oklahoma, where H. F. Sinclair, claim agent, acted as chairman. Twenty-one men were present. Unfinished and new business matters were discussed. On this division, only four unsafe practices or conditions remain uncorrected, out of thirty-four reported. These four are receiving the attention of those concerned.

A meeting of unusual interest was held in the mechanical department, west coach shop division at Springfield, Mo., March 2, where J. T. Fite, general foreman of the car department acted as chairman. Nineteen men were present. C. C. Mills, of the accident prevention department addressed the men, giving facts and figures of importance. Out of a total of fourteen unsafe practices and conditions reported so far in 1927, only five remained on hand, yet to be given attention.

Sixteen men met at the west shops accident prevention meeting, Springfield, Mo., March 7, where F. A. Beyer, superintendent, acted as chairman. Special attention was called to the fact that ninety-one unsafe conditions and practices had been reported and corrected, and no unsafe conditions remained to be rectified, at present.

F. M. Darden, general foreman, car department, west freight shop Springfield, Missouri, acted as chairman of a

## "AT YOUR SERVICE, SUH!"



"At your service!" might be the title for this photograph of J. H. Willis, conductor and J. R. McGregor, district passenger agent, Birmingham, Alabama. They are standing on the station platform at that point, awaiting the arrival of the Kansas City Florida Special, the all-year train between Jacksonville and Kansas City.

If you, kind reader, were a passenger, and alighted from the Florida Special in search of a bit of information, wouldn't you pick out the man with the Frisco folders in his arm, and the conductor with the pencil and pad, as men who perhaps could give you the information you wished?

meeting held at his shop on March 7. Fourteen men responded to roll call. Six unsafe conditions, reported in 1927, had all been corrected, with but one exception.

Twelve men attended the eastern division mechanical department meeting held on March 7, at Springfield, Mo., where J. L. Harvey, master mechanic acted as chairman. Thirteen unsafe conditions remained yet to be corrected, out of a total of thirty-three reported.

J. W. Surles, master mechanic, Sherman, Texas, called a meeting of mechanical department employes at Sherman, Texas, on March 9. Sixteen men were present, and a report by the shop committee showed that seventy-seven unsafe conditions had been reported so far in 1927, and only twenty remained on hand to be given attention.

## COMPLETE CAR PROGRAM

### Last of 600 New Coal Cars Built in March

**T**HE last of the 600 new coal cars, ordered built at the Yale, Tenn., car shops, were completed in March, with the same speed and enthusiasm as was evidenced in the building of the 950 cars in the 1926 program, under the able supervision of J. C. Lutz, car foreman.

The actual building started on January 10 when ten cars were started. On January 17, four of these ten cars were released for service. In other words, it took the men on the ground ten days to get lined up for the building program.

During the month of January, 100 cars were built, and the program averaged nine and two-thirds cars per day. In February, 280 cars were built, averaging eleven and three-fourths cars per day. The balance were completed in March.

Two Brown hoists were on the ground, handling the heavy materials, such as underframes, wheels, truck sides and bolsters. The Brown hoists placed the underframes on the trucks of the new cars when the building was begun, which did away with a great deal of labor. Two locomotives also assisted by hauling material from different points and pulling new cars to the delivery tracks.

Two hundred and sixty-five men were employed at Yale, one hundred and forty-five of whom worked directly on the new car program, and the balance on the heavy and light repair work at that point.

The cars were built exactly as the 950 built last year, a story of which appeared in the September, 1926, *Magazine*, except these cars were equipped with Ajax hand brakes and Barber lateral device.

As fast as the cars were completed, they were placed in service. As a rule, they made their first trip in and around the Birmingham coal fields.

Just to give one an idea of how fast these cars traveled after being released, a record of car SF 52539, the car boxes of which were packed on January 21 at the Yale plant and the car released on the 22nd, shows that this car went to Birmingham from Yale, a distance of 514 miles, made the round trip and was back on the tracks in Memphis for unloading on January 28.

The new car program was not the only program on hand at Yale in February. The regular repair work on cars was taken care of, with speed and efficiency. Four hundred and forty foreign cars, four all-steel hopper cars, and 1,100 system cars were repaired at that point during February.

J. C. Lutz was assisted in the operation of this big car building plant by Walter Clark, general car foreman, G. O. Wilson, in charge of repair work and Cartha Riddle, store foreman.