

## IS HARMONICA CHAMPION

## Frisco Messenger Boy in Ft. Worth Office Wins Contest

**E**DWARD A. BROWN, Jr., messenger boy in the dispatcher's office at Fort Worth, Texas, is the champion harmonica player of his home city. He was presented with a gold medal for his playing in a city-wide contest just recently closed; and he also held the city championship for the year 1926. Frisco employe radio fans have no doubt heard Edward broadcast from time to time over WBAP and KFQB, Forth Worth, and WFAA, Dallas. He broadcast during the last Dallas State Fair and also during National Boys' Week in May. His announcer always states that Edward is employed by the Frisco Railway; and his favorite selection, which is an imitation of a fast passenger train getting under way, is always preambled by the statement that "the next number will represent the Frisco 'Texas Special' leaving Fort Worth for St. Louis."

Edward is 18 years old and has been working for the Frisco since September, 1926, this being the first railroad for which he has worked. Prior to that time he was a Western Union messenger boy, having left school shortly after the death of his mother in 1925. He has an ambition to become proficient in music and is at the present time studying piano and voice. He is also putting in some time at night, rounding out his grammar school education.

Edward was born in Carbondale, Ill., and moved to Texas with his parents in 1919. His father, Edward A. Brown, Sr., is a telegraph operator at Garland, Texas.

## E. H. MILLER HONORED

Edward H. Miller, nineteen year old son of E. T. Miller, general solicitor for Frisco Lines at St. Louis, Mo., has won the highest honor which can be given to a student at the Washington Lee University, Lexington, Va., in his election as president of the student body.

He is a Junior at this University, and a graduate of the University City High School at St. Louis, Mo. He later entered Wentworth Military Academy at Lexington, Mo., and graduated with highest honors.

E. T. Miller, the father has been with the Frisco for nineteen years and received his appointment as general solicitor on May 15, 1925. The parents reside at 6318 Waterman Avenue, St. Louis, Mo.



EDW. A. BROWN, Jr.

## For Meritorious Service

## NORTHERN DIVISION

**S**UPERINTENDENT W. H. BEVANS reports the following cases of meritorious service.

R. M. Mikesell, brakeman, Neodesha, Kansas, was addressed on April 19 for his carefulness in looking over train 334 at Beaumont, Kansas, and finding arch bar broken in car of oil SDRX 3808. Car was set out and repaired. His record was credited with five merit marks.

S. E. Goff, conductor at Kansas City, was instrumental in securing three passengers who bought tickets and traveled via Frisco Lines from Kansas City to Birmingham, thence to Ft. Pierce, Florida, and return.

H. Hanes, engineer, and John Brotherton, fireman, assisted in re-railing mail car on train 106, April 10, when same was derailed at MP 166-10. A copy of a letter of commendation was placed on the record of each man.

E. M. Gaffee, passenger agent at Kansas City, T. R. Wooderson, conductor, and A. R. Means, brakeman, were highly commended in a letter written to Mr. Bevans, for their attention to a special car, taking the World Circle Drill Team enroute to Springfield, Mo., on March 6. A copy of the letter of commendation was placed on each man's file.

W. B. Smith, ticket agent at Cherryvale, Kansas, came to the ticket office after working hours on April 30 and fixed up a round-trip ticket for a patron, from Independence, Kansas, to West Palm Beach, Florida, and return. The patron was greatly pleased and appreciated the service. A copy of the letter of commendation was placed on Mr. Smith's personal record file.

J. L. Reynolds, conductor at Ft. Scott, Kansas, found car NP 47687 with bent axle in his train on April 27, and was instrumental in having inspection made and wheels changed at Afton. For his careful inspection and attention, his record was credited with ten merit marks.

E. E. Young, agent at Hillsdale, Kansas, noticed brake beam dragging on rail from M-K-T 24430, and being unable to flag the train, told the dispatcher, who gave the crew the message at Spring Hill, where temporary repairs were made. His record was credited with five merit marks.

## WESTERN DIVISION

Superintendent S. J. Frazier reports the following cases of meritorious service:

J. E. Craner, engineer was commended for his prompt action in handling his engine recently, when as train was backing on side track, the conductor discovered a woman with four children walking down the track. He gave the engineer a violent stop signal which was acted upon quickly, and a serious accident was prevented.

A. A. Lux, brakeman, volunteered to fire engine recently when the fireman on his crew became ill, which saved delay to train and a tie-up of the crew when they were short of terminal.

## SOUTHWESTERN DIVISION

Superintendent C. T. Mason reports the following cases of meritorious service:

Wm. D. Mitchell, train porter, Oklahoma City, on train 3, April 15, flagged block 3875, and on the same train, April 27, flagged block 3815, when, in each instance, he found a broken rail. His record was credited with ten merit marks.

Frederic R. Carter, engine foreman at Oklahoma City, discovered and reported for repairs broken flange on car SFRD 21758, while working as engine foreman at Oklahoma City on April 30. His record was credited with ten merit marks.

John E. Seal, fireman, and D. L. Estes, telegrapher, both at Oklahoma City, after cyclone had struck Mustang, Oklahoma, on morning of April 12, greatly assisted in restoring wire communication through voluntary service. A copy of the letter of commendation was placed on the personal record of each man.

J. W. Johnson, brakeman at West Tulsa, on train 432, engine 4153, April 26, who made the return trip on extra 4148 west the same day and as stoker failed on engine 4153, assisted in firing the engine to the terminal. On the return trip, he discovered broken box bolts on SGX 40 and had car set out. His personal record was credited with ten merit marks.

T. M. Ballard, yard clerk, Sapulpa, Oklahoma, discovered PMCKY 40469, loaded with scrap, moving into Afton, extra 4105, morning of April 8, billed as empty. For his careful inspection, a letter of commendation was placed on his personal record file.

## SOUTHERN DIVISION

Superintendent R. B. Butler reports the following cases of meritorious service:

John Connelly, section foreman, noticed a car with a broken arch bar in a passing train on March 28, and after train had passed, put motor car on and followed train into next station, endeavoring to notify the crew and avoid an accident.

(Now turn to Page 27, please)

# Tupelo, Miss., Celebrates Opening of Great Industry May 14

## Formal Dedication of \$250,000 Carnation Milk Plant Attended by Frisco Officers and Others

By JOHN L. GODSEY

TUESDAY, May 14, will long be remembered in Tupelo, Mississippi, as a triumph in its material progress. It was a victory for the dairy cow over King Cotton, and the opening of a new industry in north Mississippi.

After the boll weevil had wiped out the cotton crop in 1916, and the corn crop had failed, the farmers, merchants and bankers went into diversified farming seriously, and for ten years they have tried to establish the dairy industry. With the formal opening of the new Carnation Milk Products Company's \$250,000 plant, their dreams had been realized.

It was through the efforts of the industrial department and J. B. Hilton, industrial commissioner, that the site of Tupelo was selected as an ideal location for this plant. Too, the good hard roads in Lee county afforded excellent transportation from the dairy farms, and it was found after a year's investigation that the people of Tupelo, Lee County, have one of the most completely diversified systems of agriculture of any county in the mid-south. The cotton crop has in no way been neglected, but cotton is no longer the one crop. Poultry, eggs, hogs and dairy products far exceed the income from cotton. Four years ago a dairy specialist was employed by interested bankers and farmers who devoted his entire time to instruction in the manner of raising stock and poultry, and it has been through the co-operation of all that the success of the dairy industry has been established in Lee County.

Ground was broken for the construction of this plant on January 31, and by working day and night, exactly ninety-six days later the first milk was received and the first car load of condensed milk products was shipped to Memphis brokers.

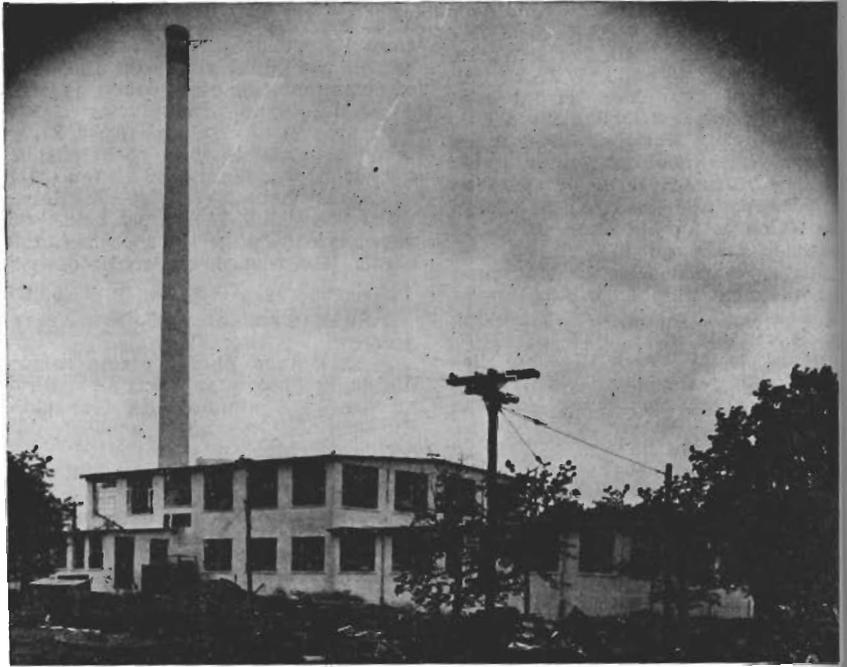
The day of May 14 was one of celebration, and promptly at ten o'clock a procession of beautiful floats representing neighboring towns and depicting the history of southern progress wound through the principal streets of Tupelo.

At the conclusion of the parade, the great crowds which had filled the city for the celebration gathered at the fair grounds, where members of the National Guard escorted Governor Dennis Murphree, of Mississippi, to the platform. Following a program

of addresses, the principal ones being made by B. M. Walker, president of A. & M. College; Mayor Rollett Paine of Memphis; Walter Paige, general

few moments.

In the afternoon the guests were escorted through the plant and were shown the interesting features of the



View of the newly completed \$250,000 Carnation Milk Co. plant at Tupelo, Miss., which opened on May 14. The plant has a capacity of 150,000 pounds of milk a day and will distribute \$1,500,000 annually to farmers in contiguous territory.

manager of the Carnation plant and Al Ousterhouse of the Carnation plant.

J. R. Koontz, vice-president-traffic and J. E. Hutchison, vice-president-operation, Frisco, both addressed the crowd.

At noontime the guests attended a banquet at the Tupelo Hotel, where mayors from 11 cities, 39 bankers, railroad officials and agricultural leaders from many points of the south assembled.

S. S. Butler, freight traffic manager, delivered the principal address and told of the pleasure which it afforded Frisco Lines to have such a splendid industry located on its main line, and offered the hearty co-operation of the Frisco to this new industry. E. T. Miller, general solicitor, spoke for a

industry. The new plant will employ about 100 people and will distribute under normal production, from \$1,000,000 to \$1,500,000 annually among the farmers of Lee County. The first day's receipts were 10,000 pounds of milk and in two days the receipts doubled.

By June 1 the management expects to handle 40,000 pounds of milk a day. Indications point to a capacity business of 150,000 pounds of milk per day within one year.

Frisco officials who attended the celebration were: J. R. Koontz, J. E. Hutchison, S. S. Butler, J. N. Corns, J. B. Hilton, E. T. Miller, all of St. Louis and S. J. Oliver, agent, E. E. Buchanan, executive general agent and A. P. Matthews, assistant general passenger agent, Memphis.

## FAMOUS OZARKS

(Continued from Page 9)

formerly, thus materially lowering the cost of production with proportional increased profits to the farmer.

The growth of the dairy industry in the Ozarks has been constant and uniform for some years. The creameries of the territory churned, in round numbers, 5,000,000 pounds of butter in 1917, increasing steadily to 24,000,000 pounds in 1926. This last amount is about one-half of the butter production in the entire State of Missouri for that year.

The carlot movement of butter out of the Ozarks has increased from 322 cars in 1922 to 738 cars in 1926. This does not include any L. C. L. shipments by freight, express or parcel post, nor any butter handled by any other railroad than the Frisco.

Beside the above cars of butter, we handled in 1926 from this same territory 502 cars of dairy products other than butter, which includes condensed and evaporated milk, cheese, powdered buttermilk, etc. The manufacture of all these dairy products required about 600,000,000 pounds of milk, which would make about 30,000 carloads.

Likewise, the poultry and egg production of this remarkable region has grown by leaps and bounds. The number of carloads of eggs handled by the Frisco from this territory in 1922 was 1,288, and in 1926, 2,175 cars. Live poultry carloads in 1922 were 858, and in 1926 were 992 cars. Dressed poultry carloads in 1922 were 317 cars, and in 1926 were 485 cars.

Last week, as the result of a day-light trip from Springfield to St. Louis, I was greatly impressed with the large acreage in wheat tributary to our line for about 100 miles out of St. Louis. The growing condition of this wheat is most excellent and the thought occurred to me that if the section referred to could have this luxuriant growth of wheat, there would be large sections of the Ozark country clear through to the Southwest, including Northwest Arkansas, which could be adapted to the growth of wheat. It is going to be my purpose to put on an intensive campaign in the direction of bringing about this accomplishment. If we could have throughout the Ozarks a basic crop such as this, coupled with the great, intensive horticultural development now extant, together with the dairy development, it should and will make the Ozarks one of the most productive sections in our country.

There are many other claims to fame in the Ozarks, but these may be considered the most important items, and the explanation of this remarkable development is indeed a romance of a country that struggled long before it finally found its stride, but that is today firmly on its way to a nationwide recognition.

## Calvin Davis, Eleventh Oldest Frisco Pensioner, 82 Years Old on June 1st

*Well Known Employe Ran First Engine into Springfield, Mo. in 1869—Fired Locomotive During Civil War*

**C**ALVIN DAVIS, the eleventh oldest pensioner of the Frisco Lines, passed his eighty-second birthday on June 1, 1926.

Mr. Davis has one of the most interesting stories of any of the Frisco's veteran employes, besides having the honor of running the first locomotive into "old" Springfield in 1869, when there was little but woods where Springfield stands today.

"You know," he said, "I'm as blind as a bat. Yes sir, I can't see a blamed

I can remember back to the time when I was five years of age.

"Yes, that little old engine that I brought into Springfield the first time in '69, was engine No. 6, and I remember it was made by the Roger Locomotive people. It was an old fashioned engine—and you know we burned wood in those days and there were large stacks of it on either side of the tracks, conveniently located where we could get it."

Mr. Davis served as a fireman during the Civil War and ran an engine into Vicksburg despite Grant's forces. According to the story, he was firing for the Vicksburg-Meridian road. The balance of the crew had fled, and the engineer instructed Davis to stay with the engine until he came back. He stayed for two hours, with bullets skipping around through the air, but when they started to hit the engine, he made up his mind he'd get out of there, so he started the engine and some three or four miles down the road he left it, and made his way to the city.

He was asked if he had ridden on a Frisco train recently, to which he replied: "About two years ago I visited my mother's people in the south. You see I'm all alone. I've been living at the Biggs Hotel here on Commercial street for many years. My wife died and my adopted son was killed in a railroad accident several years ago."

Mr. Davis has a sunny disposition and he is always happy. He walks up and down in front of the hotel on warm days, and from his wealth of experiences he can always draw a crowd of interested listeners in the hotel lobby. They all know the old white-haired man and love him for his kindly disposition and for his pleasant greetings.

"I hope you'll come and see me again. I'm pretty handicapped without my eyes. I can't read or write, but I can talk and I like visitors. If any of my old friends read this I hope they'll write me or pay me a visit," he said.



CALVIN DAVIS

thing, except of course I know when its daylight and I know when night comes. But I've lived my life—I've seen many things, and I thought once about writing a book, but there isn't anyone here to dictate it to. I think

### NEW APPOINTMENTS MADE

Three new appointments in the office of passenger traffic manager were announced in a circular issued from that office on May 1.

A story of S. A. Hughes who was appointed colonization agent at St. Louis appears elsewhere in this issue.

Ralph E. Bowden was appointed traveling passenger agent at Detroit, Mich., reporting to the general agent at Detroit. Mr. Bowden formerly held

the position of city passenger agent at Chicago.

Frank Shea, formerly secretary to J. N. Cornatar was appointed city passenger agent at Chicago, Ill.

### Hot Dog!

Trustin: "Hey, Sam, you got your golf socks on wrong side out."

Sam: "Yeah, my dogs got hot and I turned the hose on 'em."—Douglas County Legionnaire.

RE-ELECT DIRECTORS

Present Frisco Board Remains Intact Following the Annual Meeting May 10

At the annual meeting of the stockholders of the St. Louis-San Francisco Railway Company, held in the general offices in St. Louis May 10, all of the present directors were re-elected with unanimous action and the stockholders gave their approval to two proposed stock acquisitions.

The stockholders unanimously approved, subject to the approval of the Interstate Commerce Commission, the acquisition by the Frisco of the stock of the Butler County Railroad Company, and the stock of the St. Louis, Kennett & Southeastern Railroad Company.

The stockholders also gave their unanimous consent subject to the approval of the Interstate Commerce Commission, to the acquisition by the Muscle Shoals, Birmingham & Pensacola Railroad Company, a Frisco subsidiary, of certain terminal proportions in and near Pensacola, Fla.

The stockholders voted unanimously, subject to the approval of the Interstate Commerce Commission, to guarantee jointly with the Chicago, Rock Island & Pacific Railway Company, the proposed bonds of Rock Island-Frisco Terminal Railway Company at St. Louis.

The directors unanimously re-elected at today's meeting are as follows:

E. N. Brown, New York City; David P. Bennett, Pittsburg, Pa.; Frederick H. Ecker, New York City; Walter S. Franklin, New York City; George C. Fraser, Morristown, N. J.; Jesse Hirschman, New York City; J. M. Kurn, St. Louis, Mo.; Grant R. McCullough, Tulsa, Okla.; C. W. Michel, New York City; Henry Ruhlender, New York City; Theodore G. Smith, New York City; Eugene V. R. Thayer, New York City; Robert M. Thompson, New York City; Festus J. Wade, St. Louis, Mo.; R. E. Lee Wilson, Wilson, Ark.; H. P. Wright, Kansas City, Mo.; B. F. Yoakum, New York City.

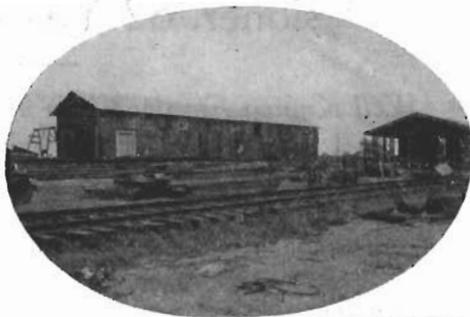
F. H. HAMILTON, JR., MARRIES

Frisco employes will be interested in news of the marriage of Frank H. Hamilton, Jr., and Miss Ruth Malony, at noon on May 4, at the St. Peter's Episcopal Church, St. Louis, Mo., the Rev. Dr. E. S. Travers officiating.

The groom is the son of F. H. Hamilton, vice-president, secretary and treasurer, Frisco Lines. He is secretary of Aid & Company, Inc., a St. Louis brokerage company. The bride is the daughter of Wm. Malony of University City.

Following the ceremony the bride, groom and guests attended a reception at the home of the groom's parents, Mr. and Mrs. F. H. Hamilton, at 484 Lake Avenue.

Views of Work on Florida Lines



Building on Pensacola Lines is booming by leaps and bounds. Above: Storeroom just completed. At right, above: A stretch of Frisco track, sand-balasted. Below: New coal chute, with engine-men's wash and locker room at right.



At left: First ship owned by Henry Ford to come to Pensacola tied up at Frisco dock at Pensacola. Below: Front view of new Pensacola roundhouse under construction and nearing completion.



AGENCY CHANGES FOR MAY

Effective May 1, Brookline, Missouri, eastern division—Springfield sub-division, MP 247.2, closed as a freight agency, remaining open as ticket only agency, Robert L. Smith installed ticket agent.

T. C. Pales took charge at Davenport, Okla., as temporary agent, May 2.

B. C. Jones installed temporary agent at Aldrich, Mo., May 2.

A. M. Struble installed permanent agent at Olden, Mo., May 3.

John Potter installed permanent agent, Galloway, Mo., May 4.

C. E. Barnes installed permanent agent, Mead, Okla., May 5.

On Time

Boss: "Late again! Have you ever done anything on time?"

Clerk: "I bought a car."

CLEAN-UP WEEK

All Springfield, Mo., Frisco shops were closed at noon Monday, May 1, in observance of the opening day of the Ozark district pickup, cleanup campaign. H. L. Worman, superintendent of motive power, stated that the Frisco was in hearty sympathy with the movement, which would clean up some of the most important territory of the line.

In advising the officials of the campaign at Springfield, of the Frisco co-operation, Mr. Worman said: "You have no doubt found that your first impression of a place is your most lasting one. Nothing attracts the attention of the average person more than to go to a place and find everything in order and clean. The Ozarks mean a lot to the Frisco, and you may count on our doing our share and President Kurn authorized the closing of our Springfield shops the afternoon of May 2, as an evidence of our co-operation."

**STOCKHOLDERS MEET**

**Present Frisco Directorate Was Unanimously Re-elected May 10**

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- E. N. Brown.....New York City
- David P. Bennett.....Pittsburg, Pa.
- Frederick H. Ecker.....New York City
- Walter S. Franklin.....New York City
- George C. Fraser.....Morristown, N. J.
- Jesse Hirschman.....New York City
- J. M. Kurn.....St. Louis, Mo.
- Grant R. McCullough.....Tulsa, Okla.
- C. W. Michel.....New York City
- Henry Ruhlender.....New York City
- Theodore G. Smith.....New York City
- Eugene V. R. Thayer.....New York City
- Robert M. Thompson.....New York City
- Festus J. Wade.....St. Louis, Mo.
- R. E. Lee Wilson.....Wilson, Ark.
- H. P. Wright.....Kansas City, Mo.
- B. F. Yoakum.....New York City

**A. N. LARET HONORED**



A. N. LARET

A. N. Laret, assistant vice president B. T. Wood, was recently appointed chairman of Subject 12, committee on purchasing agents office records and office organizations, of the American Railway Association. Mr. Laret has 10 committeemen from other American railroads. At the May 24-26 meeting of the A.R.A. in Chicago, his committee will recommend the adoption of a combination requisition order form, now in use on Frisco Lines, for all roads. This form does away with many departmental forms and is a time and expense saver.

**FOR SMOKE ABATEMENT**

Twenty-three Frisco officials and employes, headed by P. W. Conley, superintendent of terminal, St. Louis, Mo., attended a meeting in the interest of smoke abatement at the Missouri Hotel on the night of April 4.

Figures which had been compiled and were presented at this meeting showed conclusively that the railroads were not the greatest fuel consumers. For the City of St. Louis proper, the brick yards used the most fuel in 1926, having burned 520,000 tons during that year.

The figures quoted below prove interesting, and also give the average person an idea of the tons of coal consumed, and of the great task resting on the shoulders of the smoke abatement committee: industries, 142,200 tons; brick yards, 520,000 tons; railroads, 417,200 tons; office buildings, 400,000 tons; hospitals, 141,000 tons; schools, 63,000 tons; apartment buildings, 262,500 tons; small apartment buildings, two and four-room flats, 90,000 tons; residences and homes, 464,300 tons, which makes a grand total of 4,930,700 tons.

**MAKING FRIENDS FOR FRISCO**

Lineman Roy Helms of the Springfield telegraph department, rendered Frisco service par excellence on April 19, and in doing so won the gratitude of Mr. and Mrs. F. E. Foster of Neodesha. Mr. Foster, affiliated with the Neodesha Chamber of Commerce, wrote Mr. J. H. Brennan, superintendent of telegraph, as follows:

"On April 19, Mrs. Foster rode on your train from Wichita to Neodesha, by Cherryvale, it being necessary that she make this detour on account of the high water and your being unable to reach Neodesha over your rails. Mrs. Foster at the time of her departure from Wichita did not know of the existing circumstances and was not supplied with as much money as she would have obtained had she known the true conditions; and expected to arrive at Neodesha at 12:00 noon.

"On learning that she was to make the detour by Cherryvale and without positive knowledge of reaching home for several days, was rather embarrassed financially. Your Mr. Roy Helms, lineman, voluntarily offered Mrs. Foster money to tide her over until she was able to reach home, which was accepted by Mrs. Foster.

"Want you to know that I appreciate such courtesy from a Frisco employe, and I am sure it is a source of satisfaction to you to know you have such men in your employ. Would it be asking too much for you to place a copy of this letter to Mr. Helms personal credit and write a letter from your office thanking him for his courtesy in this instance.

"This acknowledgment will be remembered by

"Yours very truly,  
(Signed) F. E. FOSTER"

**LIKES HARVEY MEALS**

Every day at 4:05 p. m. a shaggy-coated black and white setter makes a point for the kitchen-end of the diner when train 106 stops at Amory, Miss., and sits with a look of expectancy upon his intelligent old face until the door opens and the chef hands him his supper. This is no common beggar dog, but an epicure who has learned to appreciate the quality of Fred Harvey dining service.

**A Gentleman**

"Sadie, what is a gentleman?"  
"Please, ma'am," answered the well-bred child, "a gentleman's a man you don't know very well."

**SUBSCRIBER TROTTER PLEASED**

"We note that we are a little tardy in mailing in our subscription to your Magazine for another year and we rush our check herewith," writes A. D. Trotter, treasurer of the Industrial Transportation Machinery Company of St. Louis, Mo.

"We wish to compliment you on your Magazine. The writer especially highly enjoys it, giving the reading of it preference over all other periodicals to which we subscribe. We also take pleasure in noting the good fellowship that exists among the Frisco employes, which is one of the greatest blessings man enjoys. Thank you for your punctuality in sending each issue."