

A GOOD FIRE RECORD

Sharp Decrease in Frisco Fires Made in 1927

GREAT vigilance in fire prevention exercised by the approximately 30,000 employees of Frisco Lines resulted in a sharp decrease in the number of fires on the railway in 1927 as compared with 1926 and 1925, according to the annual report prepared by G. L. Ball, St. Louis, superintendent of insurance for Frisco Lines.

Ninety-six fires occurred on Frisco Lines during 1927 for which approximately \$300,000 in insurance was paid to the railway. The report concerns only fires in which the losses exceeded \$100 as insurance settlements are limited to fires involving losses exceeding \$100.

The 1927 record compares with 119 fires in 1926, for which the railroad collected \$156,481.83 in insurance, and 141 fires in 1925, for which the railway collected \$213,114.17 in insurance.

Thus the report shows that the amount of fire loss was greater in 1927 than in the two preceding years but this largely is accounted for by the approximately \$100,000 loss sustained by the railway when the south side coach shop at Springfield, Mo., was destroyed by fire the night of January 24.

The lesser number of fires on Frisco Lines in 1927 is attributed by Mr. Ball to co-operation of line officers and employes in prevention of fire and improvements in fire protection.

To quote Mr. Ball:

"Fires involving rolling stock were in the majority and this was true in 1925 and 1926. This is to be expected perhaps, considering there are many more individual risks in rolling stock than in fixed properties, and frequently rolling stock is at risk at isolated locations with no protection whatever.

"Closer attention to risks of this character by roadway employes—and by employes on passing trains will doubtless be helpful in reducing the number of fires. When necessary to store cars both for repairs and waiting seasonal shipments, locations having fire protection should be selected if practicable, but wherever stored, cars should be cleaned out, doors securely closed and premises around tracks grassed and cleaned of inflammable rubbish. Furthermore, cars should be coupled in cuts of ten and spotted with fire break of fifty feet between cuts. These recommendations, if carried out, will reduce probabilities of fire, and if one does occur, minimum values will be exposed.

"An improvement in fire loss rec-

Via Frisco Lines to Matrimony!

A ROMANCE which had its beginning in the general offices of the Frisco railroad in Springfield, Mo., was culminated in St. Louis, December 29, when F. H. Shaffer, general manager for Frisco

fairs, especially the Frisco Girls' Club of which she was a member.

The groom has had a remarkable rise in railroad circles since he began as a telegraph operator on the "Big Four" route at Mattoon, Ill., his na-



MRS. FRED SHAFFER



F. H. SHAFFER

Lines at Springfield and Miss Carrie Melton of the Frisco's accounting offices in St. Louis were united in marriage.

The wedding of the general manager is heralded as an event of first importance by Frisco employes, since Shaffer has remained a bachelor all of his 45 years, despite his decided popularity on his railroad.

Mrs. Shaffer has had seventeen years service with Frisco Lines and began as a telephone operator at Springfield. She also served in the general storekeeper's office as a file clerk, then as a comptometer operator and later in the accounting department. She came to St. Louis and began her service in the accounting department there on June 1, 1923. Mrs. Shaffer had many friends in St. Louis and Springfield, and she took an active interest in all Frisco af-

airs, especially the Frisco Girls' Club of which she was a member. After several years with the Big Four, Santa Fe, and Denver and Fort Worth railroads he joined the Frisco in 1918, as a transportation clerk with headquarters in St. Louis. Then in rapid succession came his promotions to transportation inspector, superintendent of the Eastern division of the Frisco, and on February 1, 1925, he was made assistant general manager. His promotion to general manager was made on February 15, 1926, exactly one year and fifteen days later.

The couple remained in St. Louis for several days following the wedding and left for Springfield on train No. 5, January 4, where they will make their home. Mr. B. F. Melton, father of Mrs. Shaffer and a married sister, Mrs. Maude Morehouse, also reside in Springfield.

ords is necessary if we are to maintain reasonable insurance costs. Reduced fire losses mean reduced operating expenses, and values subject to damage or destruction by fire that are spread over more than 5,500 miles requires constant attention of every officer and employe in the service.

White

Louis Mann tells of this incident in the East Side Yiddish quarter. A customer entered a store.

"I want it some pepper."

"What kind of pepper—black, red or green?"

"I want it writing pepper!"

H. G. SNYDER PROMOTED

Agent Made Station Inspector—
E. W. Miller Succeeds at 7th St.

FROM the lowest to the highest station job on Frisco Lines in slightly less than twenty-five years, and then on January 1, to the newly-created position of general charge of inspection of all station service on the railway is the Frisco service record of Hugh G. Snyder. In his new position Mr. Snyder reports to F. H. Shaffer, general manager, Springfield, where Mr. Snyder also has his headquarters.

Mr. Snyder was general agent at the Seventh Street Station, St. Louis, when he was promoted to his present position. He is succeeded at the Seventh Street Station by Edward W. Miller, who has had nearly twenty-six years of service all of which, with the exception of a few months, having been at this station.

Mr. Snyder was born at Riverside, Kans., September 4, 1886. His first job was that of messenger boy for the Western Union at Enid, in January, 1902. Later he became an operator at Enid.

He entered the service of the Frisco in March, 1903, at Enid, Okla., as a caller. Successively he was baggage-man, night warehouse foreman and warehouse foreman, all at Enid, and from November, 1909 to December, 1917, he held at different times, the jobs of cashier and of revising clerk, both at Enid.

From December, 1917 to June, 1919, he was in the engineering corps of the Thirty-fifth Division, going overseas. He entered as a private and was discharged as a sergeant.

He then returned to his old job at Enid. From September, 1919 to September, 1920, he was agent at Frederick, Okla.; from September, 1920 to January, 1923, he was agent at Sapulpa; from January, 1923 to January, 1925, he was agent at Tulsa; and from January, 1925 to last January 1, he was general agent at the Seventh Street Station.

Mr. Miller entered the service of the Frisco June 9, 1902, as agent's messenger, from which position he became a clerk in the accounting department at the station. Later he was a collector in the cashier's office at the station, and later was made assistant cashier and then cashier. In August, 1920, he was appointed chief clerk to the general agent, all at the Seventh Street Station. On January 1, 1927, he was in the zone accounting branch of the accounting department at the St. Louis general offices, where he served a few months, then prior to

Vice-President Hamilton Completes 40 Years With Frisco



ONE of the best beloved of Frisco officers, Mr. Frank H. Hamilton, vice-president, secretary and treasurer of this company, completed forty years of service on December 31.

The accompanying picture, taken in Mr. Hamilton's office, shows him surrounded by his office force, with flowers in the background sent by friends and employes in honor of the event. Standing at Mr. Hamilton's left is Mr. Felix W. Young, paymaster, with 45 years' service with this company.

Mr. Hamilton was graduated from the University of France at Paris in 1883, and began his railroad career as a general clerk in the office of

the secretary-treasurer of the Frisco Lines in New York City on January 2, 1888. He moved to St. Louis as secretary-treasurer of the company on August 1, 1896, when the treasury department of the road came west, and has been a resident of St. Louis since that date.

He was made vice-president, secretary and treasurer on June 1, 1921.

During his railroad career Mr. Hamilton has been through two receiverships and was treasurer for the government for the Frisco Lines during the period of federal control in the World War. His entire service has been in the secretary and treasury departments.

COMMANDER BYRD COMMENDS

Commander Richard E. Byrd, famous United States navy aviator, the first to fly over the north pole in an airplane, commander of the tri-motored airplane, America, which, last summer, flew from New York to France, and who is now preparing to fly over the south pole, is one of the latest to commend Frisco courtesy.

Here's the story:

About the middle of January he arrived at the train gate at the St. Louis Union Station where the famous Frisco-Katy train, the Texas Special, leaves nightly at 6:50 for San Antonio, just as the train was disappearing from the train shed. He thought he was going to miss an important engagement in Texas, but at that minute he was unacquainted with Frisco courtesy.

About that time R. L. Cole, depot passenger agent for the Frisco, who is more than six feet tall and can walk fast, arrived and informed the famous aviator that he should enter a taxi and speed to the Tower Grove (St. Louis) station of the Frisco and that the Texas Special would be held there for his arrival. Commander Byrd seemed surprised at such courtesy, then he beamed and slapping Mr. Cole on the back said emphatically:

"You're just about the best fellow I ever met."

Whereupon the Commander and Mr. Cole rushed across the concourse to a taxi, and the Commander entered and was whisked away.

When Commander Byrd reached the Tower Grove station and found the great train waiting just for him, his appreciation then took the form of his pointedly asking the conductor:

"I wish to know the name of the man who held this train for me," and he added "it was the greatest courtesy any railroad has ever shown me."

January 1, last, he relieved Mr. Snyder, who was doing special committee work. On January 1, last, Mr. Miller was appointed general agent at the Seventh Street Station.

**W. F. LILLESTON NAMED
Widely-Known Lawyer Appointed
Attorney for the Frisco
In Kansas**

Mr. W. F. Lilleston, widely known lawyer, of Wichita, Kansas, was appointed attorney for Kansas for Frisco Lines, on January 1, 1928, by Mr. E. T. Miller, vice-president and general solicitor. Mr. Lilleston succeeds



W. F. LILLESTON

R. R. Vermillion, resigned and advances from assistant attorney for Kansas. His headquarters will be at Wichita, Kansas, and his jurisdiction extends over the counties of Bourbon, Butler, Cherokee, Cowley, Crawford, Ellsworth, Greenwood, Harvey, Labette, Linn, Montgomery, Reno, Rice, Sedgwick and Wilson in Kansas.

Mr. Lilleston was born in Paris, Kentucky, April 1, 1883, and educated at Paris High School, Kentucky University at Lexington, and Central University (now famed Centre College) at Danville, Kentucky, receiving his LL.B. from the law school of the latter university in 1905. He served in the law department of the M. K. & T. Railroad at Parsons, Kansas, from 1906 to 1910, and also served the Frisco as assistant attorney for Kansas from 1911, until his recent appointment. He was state attorney of the United States Food Administration during the war, and was appointed a member of the Kansas State Board of Bar Examiners and Disbarment for the term extending from 1927 to 1931.

On April 30, 1910, Mr. Lilleston married Miss Georgia Terwilliger at Parsons, Kans. They have one daughter, Miss Georgia May. Mr. Lilleston's offices are in the First National Bank Building at Wichita.



With the approval of vice-president Miller, Mr. Lilleston appointed Mark Hanna Adams, a lawyer of Wichita, Kansas, as assistant attorney of the Frisco for Kansas, effective January 1.

Mr. Adams, a graduate of the law school of Kansas University in 1920, began the practice of law at Wichita that year and in the fall of that year, while still at Wichita, was elected county attorney of his old home county, Texas County, Oklahoma. He served in that capacity from 1921 to 1923 then he returned to Wichita and became attorney for the Federal Land Bank serving in that capacity until 1925.

For the following two years Mr. Adams was in Washington, D. C. as special attorney in the office of the general counsel of the internal revenue bureau. He returned to Wichita in December, 1926, and became a

member of the law firm of Vermillion, Evans, Carey and Lilleston.

"TO THE BLUEBONNET"

Mr. G. R. Carson, conductor for Frisco Lines and a resident of Pittsburg, Kans., wrote the following piece of poetry, dedicated to the "Bluebonnet":

The Alton has the "Hummer",
The Santa Fe "The Scout",
The Wabash has the "Night Hawk"
Which takes you all about.
But its cold where these trains run to,
There's snow and ice and hail,
While the Frisco's new "BLUEBOX-
NET"

Runs where azure skies prevail.
So when you think of sunshine,
And heavenly skies of blue,
Get on the new "BLUEBONNET",
And it will see you through.

MOVE IN DOUBLE TIME

Record Made in Transfer of Claim Dept. to Springfield

A REMARKABLE record in efficiency, speed and co-operation was displayed in the move of the claims division of the law department from offices in St. Louis on Saturday afternoon January 7 to offices in the Springfield office building, ready for occupancy on Monday morning, January 9. The feat was directed by Mr. J. L. Kiburz, supervisor of records at Springfield and his staff, with the assistance of other departments of the Frisco buildings in both St. Louis and Springfield.

At 10:29 on the morning of Saturday, January 7, employes of the office of Mr. H. W. Hudgen, general claim agent in the offices of the Frisco building, St. Louis, were carrying on their work as usual. At 10:30 a. m. Mr. Kiburz and his force of men started to move the entire office, furniture and records.

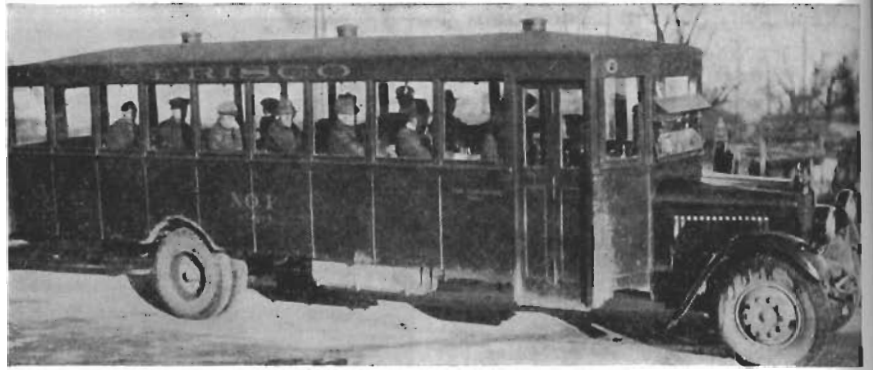
At 8:00 a. m. Monday morning the clerks resumed work in their new quarters in the office building at Springfield. Desks were in place, records lined up properly and everything in readiness on their arrival. Incidentally the office force had grown somewhat, as Mr. E. M. Carr's office had been moved from Memphis on Saturday night and his furniture and equipment added to that brought from St. Louis.

After overseeing the loading of furniture in St. Louis Saturday afternoon, Mr. Kiburz left for Springfield where he superintended the setting up of office Sunday. In the evening he left for Ft. Smith where Mr. H. H. Wesbay's office equipment was loaded into a baggage car Monday night. The car moved on No. 716 to Monett Tuesday morning where Mr. Westbay's outfit was unloaded and Mr. W. D. Steele's office equipment was added to the car, and the car continued on to Springfield on train No. 16 arriving at 11:55 a. m. During the afternoon Mr. Steele's records and equipment was absorbed in the general office and by Wednesday morning the office was in "apple pie" order.

A great deal of preliminary work was done before the move was made, and Mr. C. E. Teeter's bridge and building men at Springfield, in approximately two and one half days' time, put up four walls, cut in doors, painted, etc., and the carpenters, painters and water service men worked feverishly to accomplish the task.

Mr. F. G. Baker, electrical engineer and his men co-operated in installing electric lights and buzzers, and Mr. J.

Frisco Bus Conveys Employes From Sapulpa to Tulsa



Mighty proud of this thirty-seven passenger bus is the force at the Frisco north shops, Springfield, Mo. The body of the bus was built at these shops and is mounted on a White Motor Company chassis. The bus is in operation by the Frisco between Sapulpa and West Tulsa, Okla., for the conveyance of West Tulsa Frisco shop employes who reside at Sapulpa, and makes seventeen round trips each twenty-four hours, covering approximately 12,240 miles each month. Only Frisco employes are carried.

H. Brennan, superintendent of telegraph, saw to it that telephones were ready for use on time. The passenger traffic department made arrangements for baggage cars, and store department trucks were placed at Mr. Kiburz' disposal for hauling furniture and records from cars to office building.

About 150 officials and clerks changed quarters in the Springfield general office building during the week. The office of the operating department statistician was consolidated with that of the car accountant and moved to the first floor. The office of the supervisor of car repair bills was also transferred from the fourth to the first floor. Mr. J. L. McCormack, superintendent of freight loss and damage claims and his force was moved from the first floor and basement to the fourth floor, while the mechanical engineer and drafting room force was moved to a new location on the same floor. Several departments of the car accountant's office were shifted on the first floor to make for better arrangements, and the office of the commercial agent and general live stock agent took possession of new quarters on the first floor. The assembly and time car room took the plunge from the fourth floor to the north basement.

While labor and material charges incidental to these moves ran into considerable money, this cost was offset to a great extent by the salvage obtained which amounted to twelve tons of waste paper at \$204.00, and 3,300 standard file boxes, new value \$825.00, as well as surplus furniture uncovered.

In making the move, a total of 8,300 items, of packages, records, etc.,

were stored in the system record room at Springfield.

"IF——"

IF I were King, when I had finished reading my copy of the *The Frisco Employes' Magazine*, I would order my Prime Minister to deposit it carefully in the archives of the Kingdom.

IF—I were President the "Mag" would be placed in the Congressional Library and the Smithsonian Institute.

IF—I were President of the Frisco, it should be given the place of honor in the best room of my home.

IF—I were an engineer, it should be taken home to the wife, or handed to some friend at a local station.

IF—I were an agent, it should be placed in the waiting room of my station as a silent invitation to the traveler to get some real information as to the Frisco Lines.

IF—I were a "Knocker" or "Discontent" I would never read it at all. No. I would throw it aside and sneer at the efforts of my fellow employes and workers.

IF—I were a "Booster" I would read every word of it, speak a good word for it whenever opportunity offered and pass it along for someone else to enjoy—or preserve it to read again.

AND—If I were YOU, I would try to contribute something each month to help the editor get out a magazine. He is doing his best, we all know that, and he will appreciate your help I am sure.

(Signed) "An Employe"

S. A. HUGHES RETIRES

Veteran Frisco Officer Pensioned
January 16 After 48 Years'
Service



SAM A. HUGHES

MR. SAM A. HUGHES, lovingly known to his more intimate friends as "The Colonel," following a severe illness in the Frisco Hospital at St. Louis, was placed on the pension roll at a meeting of the pension board held in St. Louis, January 16, and at this time is enjoying the balmy days of his first leisure hours in Long Beach, California, after having served for forty-eight consecutive years with the Frisco Railroad.

He came to the Frisco Lines proper again, on May 1, 1927, after having been in charge of the New Mexico and Arizona Land Company at Albuquerque, N. M., where he served as vice-president. His new appointment was to his old position, that of colonization agent.

He was born in Effingham, Ill., on February 23, 1860, and entered the service of the old Vandalia Line, now the Pennsylvania, in April, 1877. Two and one-half years later he came with the Frisco in St. Louis as telegraph operator. He served at many points before he finally chose the position of clerk in the auditor's office at St. Louis, later holding the positions of clerk in the general passenger office, city ticket agent, city passenger agent, chief clerk general passenger office, general agent passenger department and in 1900 he became immigration agent of the system. This ap-

93.8 PER CENT ON TIME IN 1927

Of the 66,381 passenger trains operated in 1927 by Frisco Lines, 62,272, or 93.8 per cent of the total passenger trains operated that year, maintained schedule or made up time, according to figures compiled in the office of the general manager, at Springfield, Mo.

The 1927 percentage compares with 95 per cent in 1926 and 94.3 per cent in 1925. Referring to the less favorable showing made in 1927, General Manager F. H. Shaffer, of Springfield, Mo., said:

"Considering the great amount of washout trouble we had to contend with during the year 1927, feel the comparison with previous years is good, in fact we had more interference on account of washouts in 1927 than we had in any previous years. Under the circumstances while the record is not what we would like to have it, at the same time feel, in view of the handicap mentioned, the performance shows up fairly well."

pointment was followed by those of efficiency agent, general service agent and colonization agent.

On August 1, 1920, he was placed in charge of the old Atlantic & Pacific land grant, consisting of 1,151,000 acres in the states of New Mexico and Arizona, known as the New Mexico and Arizona Land Company, incorporated under the laws of Arizona.

Mr. Hughes was perhaps the only man ever sent to a foreign country on business for Frisco Lines, in the interest of bringing back colonies to till the soil on Frisco farms. In an interview just prior to his leaving for California he said: "Since my first appointment as immigration agent in 1900 and my second appointment on May 1, 1927, I have seen many changes. The Frisco's agricultural, dairy and marketing departments cannot get too much praise. They have created a market and Ozark farmers may now reach every market of the world within the space of a few hours."

His determination to "Place a Home on Every Hill in the Ozark Country" was cut short by his prolonged illness and his retirement due to total disability. Mr. and Mrs. Hughes have one son, with the Santa Fe at Topeka, Kansas, in the tie treating department. Due to his wide acquaintance among both Frisco folks and patrons of the line, his retirement has created deep regret, and he will be greatly missed.

MISS RUTH BUNNELL WEDS

The announcement of the marriage of Ruth Geraldine Bunnell of 221 East Big Bend Road, Webster Groves, Mo., and Henry Anthony Baker, Jr., of



MRS. HENRY A. BAKER, Jr.

Kansas City, Mo., solemnized in Topeka, Kansas, at 9:30 p. m. on Saturday, January 7, came as a complete surprise to both friends and relatives of the young couple.

The bride is the daughter of Mr. E. H. Bunnell, comptroller of the Frisco Railroad, and the groom is the son of Dr. and Mrs. Henry A. Baker, of Kansas City.

The ceremony was performed by the Rev. Stephen S. Estey, pastor of the Presbyterian church at Topeka, Kans., and the wedding took place at the home of Mrs. Scott Smith, a former school chum of the bride. Mr. and Mrs. Wm. L. Harrison, cousins of the bride, of Kansas City, Mo.; Mrs. Arnold Page and Miss Dorcas Baker, married and unmarried sisters of the groom and Mr. and Mrs. A. E. Hyer, of Olathe, Kans., were in attendance.

The bride is a popular member of St. Louis society and a devotee of sports. She graduated from high school in Webster Groves and also attended Washington University.

The groom is a senior at Kansas University at Lawrence, and will complete a course in engineering in June. He is president of the Sigma Nu fraternity. The young couple will probably reside in Kansas City, following Mr. Baker's graduation in June.

An Irishman was telling of his war wound. He said: "An' the bullet went in me chist here, and come out the back!"

"But," said his friend, "it would have gone through your heart and killed you."

"Faith, an' me heart was in me mouth at the time!"