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THE FRISCO EMPLOYEES' MAGAZINE

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THE FRISCO EMPLOYEES' MAGAZINE

The Frisco Employees' Magazine is a monthly publication devoted primarily to the interests of the more than 30,000 active and retired employes of the Frisco Lines. It contains stories, items of current news, personal notes about employes and their families, articles dealing with various phases of railroad work, poems, cartoons and notices regarding the service. Good clear photographs suitable for reproduction are especially desired, and will be returned only when requested. All cartoons and drawings must be in black India drawing ink.

Employes are invited to write articles for the magazine. Contributions should be type-written, on one side of the sheet only, and should be addressed to the Editor, Frisco Building, St. Louis, Mo.

Distributed free among Frisco employes. To others, price 15 cents a copy; subscription rate \$1.50 a year. Advertising rates will be made known upon application.

MEMBER



The KELLOGG GROUP

PIONEER DAYS ON FRISCO 64 YEARS AGO

SIXTY-FOUR years ago, Sue Fanning, four-year-old daughter of John Fanning, Frisco section foreman at Fanning, Mo., trailed back of her father with a lighted lantern, so that he might see to cut down small trees along the right-of-way. From the trees he made "wedges" to slip under the track to hold it steady until repairs were made.

Today, at the age of sixty-eight, Mrs. Sue Wood, (nee Fanning), sits in the front yard of the same old home at Fanning near the Frisco's main line and watches the modern motive power and equipment speed east and west. "From a mud hole to a magnificent system" is her way of describing the road's growth.

Her apprenticeship, which started when she was four years of age, began in earnest on February 6, 1900, when she was appointed agent at the little station, named for her father, a section foreman who worked for the Atlantic & Pacific for nineteen years, prior to its acquisition by Frisco Lines.

The family home where she now resides once served as an office for the engineers who surveyed the old Frisco from Pacific west. It at times served also as a government post-office, church, Frisco passenger station and at all times the Fanning family occupied a part of it.

The little station house at Fanning has not always been there. Mrs. Wood vividly recalls when she built a fire at sundown and kept it going until 3 o'clock in the morning under the old hickory tree which stands beside the track in front of the Fanning home, sold tickets, and kept the passengers warm until the train puffed up the track. Snow and ice had delayed it, but the Fanning agent was on the job and stayed in the bitter cold until the last passenger had been hustled into the little old wooden coaches and the tiny little engine had puffed on toward its destination.

In her twenty-eight years of service, she has not missed meeting a train except for several vacation periods.

Mrs. Sue Wood of Fanning, Mo., Recalls Days of Wood-Burners and Link and Pin

Many times, although there were no passengers to load, she has stood under the old hickory tree far into the night with a lone crate of eggs that had to be placed in the baggage car for delivery to the market the next morning.

Her father was known throughout the country in the old days for having the only potato patch in that section of the country and she claims visitors came for miles to see the "Irishman's

she had seen the front porch and yard thick with men, getting a wink of sleep before bumming or walking their way back home.

"Where have all the Irishmen gone?" she asked abruptly. "In the old days that was all there were on the section — Irishmen! They had no rail motor cars, only push trucks. The superintendent of the division did not travel in a business car and I have seen my father and the superintendent walk many a mile along the track and count the ties.

"The little engine burned wood, and wood piles were numerous along the right-of-way. It was up to the section foreman to buy wood, have it sawed and stacked, pay off the section men, and pay any other expenses which might be necessary. I have seen my father with thousands of dollars in his possession, but we never feared a robbery.

"Wood was sawed by hand with a buck saw, until a horse outfit was invented and it caused a great deal of commotion when it was first operated. Many a time I've hoisted up cordwood onto the tender of an engine."

Fanning was then in the midst of a dense forest, and Mrs. Wood says that near the home was a lake where buffalo used to come for water. Wild game was abundant and turkey and quail and often buffalo meat was used.

Mrs. Wood recalls Price's raid and his march through Missouri and Fanning in 1864 as vividly as if it were yesterday. The night he marched through Fanning there was to be a wedding at the Fanning home. One of the neighbor boys had asked Mrs. Fanning to serve dinner for him, his bride and guests. Mr. Fanning bought a barrel of whiskey for which he paid twelve cents a gallon. The barrel was rolled under the steps of the front porch.

While the dancing was in progress Price and his men arrived.

"I can see Price yet", Mrs. Wood said. "He had on tall red boots, trimmed in black patent leather. He strode into the room and of course wanted to dance with the girls. They

(Now turn to Page 15, please)



A stretch of track in front of the Fanning home; Mrs. Sue Wood as she looks today; and the historic station at Fanning, Mo.

potato patch". Visitors also came and camped in the Fanning front yard to see the trains go by, for they were a curiosity then.

The Fanning home was used also as a church. A minister came once a week to preach and Mrs. Fanning would feed all the visitors who came to the service. Mrs. Wood has seen her "bake" a whole sheep in the large oven in the Fanning home. She also helped her mother feed the men who worked on the section and the \$12.00 a month which each paid, included three meals a day, bed and laundry.

When the new line was built into Indian Territory, Canadian laborers were shipped to that section. Many of them did not like the work and enroute back to Canada would stop at the Fanning home. Mrs. Woods says

MELON FESTIVAL AT HOPE AUGUST 2

THE thirty thousand people from many cities and towns who attended the third Annual Watermelon Festival at Hope, Ark., on August 2, will long remember the event. The affair was a brilliant festival, and marked the attainment of a goal which was set several years ago.

The idea of a Festival originated with the officials of the Hope Chamber of Commerce three years ago, and this organization sponsored the first Watermelon Festival which has been a means of giving Hope watermelons nation-wide publicity.

The thirty thousand visitors to the Feast of the Melon began to arrive a day before the festival. Special trains brought in great numbers. A delegation from the Little Rock Chamber of Commerce attended, as well as delegations from various parts of Arkansas, Louisiana and Oklahoma, and by noon the streets of Hope were teeming with expectant, happy folk.

During the feast at noon Hope served its visitors 2,500 iced watermelons, each weighing in the neighborhood of sixty pounds.

The parade which formed at the edge of town at 1:30 p. m. was replete with floats which depicted sliced watermelons and other appropriate trimmings, elaborate and beautiful and was led by the Texarkana, Arkansas, Drum and Bugle Corps, Boy Scouts with massed flags. Senator Jos. T. Robinson, vice-presidential nominee, was the honored guest of the occasion.

The Queen, Miss Leora Martin of Spring Hill, Ark., and her attendants rode in a beautifully decorated float. Her maids of honor, selected from the different townships were; Mary Roberts, Bois d'Arc township; Thelma Robertson, Salina township; Virginia Pritchard, city of Hope; Edna Jones, Ozan township; Mabel Easterling, Noiland township; Ruby Stanley, Bodcaw township; Joyce Stephens, Wallaceburg township; Lucille Barrow, Mine Creek township; Alena Wylie, Water

2,500 Watermelons Served 30,000 Guests at Famed Celebration

Creek township; Sarah Gentry, Redland township; Hazel Willis, Garland township and Eva Jane Barr, DeRoan township.

Following a short way after the Queen's float was the attractive Frisco float, in colors of red and white. Made of snow white cut crepe paper, and dotted with deep red crepe paper pop-

concert and other forms of entertainment served to keep the crowd milling and moving until 8:00 p. m., when an old time barn dance program was presented on Main Street, and the dancers danced between Second and Third Streets. The Elks' Home on North Elm Street was opened for dancing at 10:00 p. m., and the crowd surged through, in and over the little city until a late hour.

Hope watermelons first received nation-wide publicity three years ago when a local farmer produced a melon weighing one hundred and thirty-six pounds. This melon was presented to President Coolidge and received considerable publicity in the newspapers of the United States. The watermelons have continued to improve in both size and quality and thousands of melons are shipped from Hope annually weighing more than one hundred pounds each.

Due to the prestige which the Festival has given Hope, and the large melons which have been grown, Hope claims the distinction of being the home of the world's largest watermelons. The watermelon industry has become an important factor in the economic life of southwest Arkansas.

Frisco officials and guests who attended the festivities were: S. T. Cantrell, superintendent; L. C. Beasley, assistant superintendent; E. L. Collett, division engineer; J. W. Weaver, division freight agent, and W. W. Claypool, general car foreman, all of Ft. Smith; D. D. Harsha, roadmaster at Hugo; C. C. Mills, accident prevention agent, Oklahoma City; Martha C. Moore, publicity department, and J. H. Livingston, milk traffic agent, from St. Louis.

Iced watermelon was served to every train that came in or left Hope during the entire day, and J. S. Gibson of Hope, promoter of the first festival, presented the Frisco folk with home grown watermelons which were carried back to Ft. Smith, St. Louis and Oklahoma City as mementos.



G. H. Turner and W. W. Claypool, agent at Hope and car foreman at Ft. Smith respectively, beside the Frisco float which attracted a great deal of attention in the Hope Watermelon Festival parade. G. W. Dodson, cashier for Frisco Lines at Hope, Louise Turner, Lucile Turner, Louise Keith and Loraine Thomason are seated in the automobile.

pies, it was one of the most striking in the parade. G. W. Dodson, Frisco cashier, drove the car and Louise and Lucile, the two daughters of G. H. Turner, agent for the Frisco at Hope, together with two of their friends, Rowena Thomason and Mary Louise Keith, attired in red and white, rode with Mr. Dodson. The Frisco insignia in red and white was worked out in crepe paper on both sides of the car.

The parade proceeded to Fair Park where the coronation pageant and ceremonies took place, and where Senator Robinson presented the Queen with her diadem.

At 3:30 p. m. on the Fair Park grounds the watermelons were sliced and eaten, by the halves, quarters and by the whole. A baseball game, band

NEWS of the FRISCO CLUBS

Oklahoma City, Okla.

SIX hundred and twenty-five happy Frisco employes and members of their families left Oklahoma City in a special train of eight coaches the morning of July 15 bound for Lawton and Medicine Park, Okla., for the joint annual picnic of Oklahoma City Chapter of the Frisco Association of Metal Crafts and Car Department Employes and Frisco Employes' Club of Oklahoma City.

On arriving at Lawton the picknickers of the special train were escorted to Union Park by Boy Scouts. At the park a basket dinner was eaten. W. S. Rosamond and twenty-five Boy Scouts were at the park to help take care of the baskets and to serve pop and ice cream.

After lunch a Frisco baseball team played a Fort Sill team, the Friscoans winning, 9-3. A crowd of approximately 300 persons, many of them Lawton fans, saw the game.

Most of the picknickers did not wait for the baseball game but entered the 125 automobiles voluntarily furnished by Lawton citizens, and were taken on a seventy-five mile tour of nearby parks and other points.

The first stop was at hangar No. 5, at Post (aviation) Field, Fort Sill, Okla., where Lieutenant Reed gave a talk on the army's latest type war plane. Following the talk he went up and put on a number of stunts much to the delight of the crowd. A talk on the history of Fort Sill was given by Lieutenant Arnold.

The next places visited were the Arkansas National Guard camp and the Reserve Officers' Training Camp.

The picknickers next were taken to the old post where they saw the old native-stone chapel that was erected in 1871. This was the first church in that region and is still in use. The old guard house that held Geronimo, famous chief of the Apache Indians, until he was released by the United States, was visited. Geronimo was hated by younger Apaches because of his cruel disposition. The murder of Geronimo's young and beautiful wife by a Mexican started his career of vengeance against the whites. His head gear consisted chiefly of human scalps and it cost the United States between four and five million dollars to capture him. The old stockade which was erected by soldiers in 1868

and was used in fighting Indians was also visited.

The picknickers then left for Medicine Park, passing Medicine Bluff, Cut Throat Gap and Baker's Peak. At Medicine Bluff according to Indian

AFTER THE BUSINESS

One hundred and five carloads of freight and 99 LCL shipments were obtained for the Frisco during July through tips furnished by members of the Frisco Men's Club and the Frisco Girls' Club of Springfield, Mo. During that period members of these clubs turned in 822 traffic tips, inclusive of the shipments obtained.

Those turning in tips which materialized in business, and the amount of business obtained by tips furnished by these persons, were:

A. B. Sherwood, of the telegraph department, seventy-one carloads of freight and 8 LCL shipments; A. J. Sperry, stores department, one carload; J. W. Kastler, telegraph department, fifty LCL shipments; Miss Bernice Jennings, telegraph department, thirty-seven LCL shipments; F. H. Masters, office, superintendent transportation, ten carloads; Mary Howell, car accountant's office, eight carloads; C. W. Gardner, office, superintendent transportation, one carload and one permanent Frisco routing; L. R. Langsford, office, superintendent transportation, three LCL shipments; O. W. Wise, telegraph department, three carloads; G. F. Linster, telegraph department, two carloads and one permanent routing; I. A. Uhr, signal engineer, two carloads; R. A. Pearson, two carloads; K. T. Walter and C. W. Lockwood, both of the superintendent of terminals' department, one carload each; Matilda Hoffman, signal department, one carload; Paul Lohmeyer, mail room, one LCL shipment; L. B. Hagerman and F. E. Feyen, both of the telegraph department, one carload each.

legend, two young Indian braves, who loved the same maiden, decided that the one who leaped from the highest point of the bluff into Medicine Creek below should have the maiden. One

brave dashed over the cliff to his death. The other turned his horse and galloped off to the forest, despised and an outcast. At Cut Throat Gap, according to Indian legend, the Osages cut the throats of old men, women and children of the Kiowas while Kiowa warriors were off scouting. Baker's Peak bears the name of a pioneer who led a party of white settlers into that region. He and two others while sick in camp near the peak and during the absence of their companions, were attacked by Indians and fled to this peak where they fought and were killed.

On arrival at Medicine Park the picknickers were guests of the park management and went boating and bathing. Leaving Medicine Park they were driven along the scenic highway around Lake Lawtonka and viewed Mount Scott. This is said to be one of the most beautiful drives in the United States. The picknickers then went to Mountain Club, around Mount Sheridan and Mount Scott, to Buffalo Lodge, Lost Lake, and returned through the National Forest and game preserve where they saw buffalo, elk and antelope grazing. The next stop was Craterville Park, where Frank Rush, owner of the park, hitched a wild steer to a chariot of his own design. The steer bucked, kicked and bawled much to the delight of the crowd. Mr. Rush made a talk on Indian history and showed the picknickers a covenant, written on buckskin, made between him and Indians, allowing them to use Craterville Park for the annual Indian fair, the only one of its kind in the world inasmuch as everyone who has anything to do with it is an Indian.

C. C. Mills, Oklahoma City, Frisco accident prevention agent, was introduced and on behalf of Frisco employes thanked the Chamber of Commerce of Lawton for the entertainment the commerce chamber had given the Frisco employes.

On the return from Craterville Park to Lawton the picknickers passed the old home of Quanah Parker, Comanche Chief, and his burial ground.

The train and engine crew which donated their services in operating the special train for this trip were: J. N. Berry conductor; Guy L. Antle and Chris. W. Seal, brakemen; L. E. Wham, engineer, and Paul Harwood, fireman. A. K. Watters and A. C.