Memphis Man Builds Model Engines

Frank Hungerford, a member of the R. S. Hungerford Lumber Company, of Memphis, the headquarters of which firm is located adjacent to Frisco tracks, has built several miniature Frisco locomotives, the one pictured here being a working model of a 1500 class mountain type, recently on display in the Frisco ticket office at 72 Monroe Avenue, Memphis.

Frank Hungerford has been long an admirer of Frisco locomotives and he has become familiar with various types of them. In 1924 he built a working model of a 3000 class Frisco locomotive. After the 1500 class began to operate at Memphis, Frank Hungerford's interest centered around the model building work. He completed it after nine months of odd-time in his own work shop. The engine has pulled eleven men at a time. Its speed is approximately the ten miles an hour.

Mr. Hungerford never has worked a mechanism by trade.

B. F. Norrby, switchman, Oklahoma City, Okla.
R. E. Colley, machinist, Tulsa, Okla.
L. W. Mahler, express baggageman, Oklahoma City, Okla.
C. H. Hall, switchman, Cape Girardeau, Mo.
G. Bergquist, section foreman, Fayetteville, Ark.
A. P. Brausty, painter, St. Louis, Mo.
R. M. Tomia, engineer, Monett, Mo.
R. A. Heler, switchman, Glendale, Mo.
E. Morgan, B&M foreman, Vicksburg, Ark.
J. H. Hilton, Industrial commission-
er, St. Louis, Mo.
S. Sayres, express baggageman, Springfield, Mo.
H. Colwell, switchman, St. Louis, Mo.
Miss M. McCoy, steno-grapher, St. Louis, Mo.
J. Sunday, clerk, St. Louis, Mo.
J. J. Kirchenm, foreman, Potosi, Mo.
H. Russell, shovel engineer, Springfield, Mo.
F. H. Taylor, switchman, Tulsa, Okla.

PORTER IS RESOURCEFUL
(Jas Passenger Change Ticket)

Give Frisco Longer haul

A colored woman passenger recently presented a ticket reading to a porter in Arkansas, to a porter stationed at one of the openings on Frisco line 319 at Wichita, Kan.

The porter, H. D. Alexander, noticed the Frisco was short-handed on a ticket and suggested to the passenger that she have the ticket changed to the Frisco so that the passenger would get the big train and that she would travel the shortest route from Wichita to Kansas City, Ark., instead of Wichita to Neodesha, Kan. The exchange was made and resulted in a saving to the passenger of $2.50.

Mr. Alexander has been complimented by the superintendent in action, and the matter received favorable comment from F. R. Shaffer, general manager.
FRANK THOMPSON was born in Soweto, Mo., and to them were born two boys and one girl. Mr. and Mrs. Thompson reside at 320 East 64th St., Kansas City, Mo. Continuous service of 39 years and 11 months entitles him to a pension allowance of $80.20 a month, effective August 1, 1928.

HARRY WILLIAM MOORE, superintendent, received his education in the schools of that city. At the age of 16 he began work as a messenger boy for the Western Union Telegraph Company. He served as telegraph operator later for several eastern railroads and in 1843 came to Ft. Scott as telegraph operator and clerk for the old K. C. P. & M. railway. He served also as telegraph operator at Kansas City and an editor and assistant agent at Kansas City. In 1885 he married Minnie Julia Beckley, of Savannah, Ga., and to them were born four boys and one girl. Mr. Parker is deceased and Mr. Parker and his family reside at 1910 E. Pott, Kansas City, Kan. Continuous service of 35 years and 9 months entitles him to a pension allowance of $85 a month, effective August 1, 1928.

RICHARD ALVIN GERARD, conductor, Northern division, was retired from active service July 31, 1858, due to total disability. He was born July 8, 1841, at New Salem, Ill. His father was a farmer and he was educated in the schools of Menard County, Ill. At the age of 16 he began work on the Monroe City News. His first work with Frisco Lines was on August 25, 1869, in the capacity of freight conductor. He served as freight conductor, Kansas City to Springfield. On December 17, 1896, he was married to Miss Edna H. Thompson, of Pilot Grove, Mo., and to them were born two boys and one girl. Mr. and Mrs. Gerard reside at 208 East 64th St., Kansas City, Mo. Continuous service of 39 years and 11 months entitles him to a pension allowance of $80.20 a month, effective August 1, 1928.

WILLIAM FRED MCKINNEY, agent and operator at Golden City, Mo., was retired July 31, 1928, due to his having reached the age limit on that date. He was born July 31, 1888, at New Salem, Ill. His father was a merchant and he was educated at Rosedale, Ill. He began his railroad career at the age of 12 as an night operator at Nokomis, Ill., for the I. & L. R. railway. He later served the C. & A. C. B. & Q. and the Rock Island before coming to the Frisco on September 15, 1928, as a night operator at Pleasanton, Kan. He served also as bill clerk and operator at Ash Grove, Mo., and at various other points on the Northern division. In 1928 he was married to Annie Lynch of Olmsted, Ill., who died, and he married Carrie Jeffries, of Winona, Minn. In 1940, Mr. McKinney has one son and one daughter. The son serves Frisco Lines as night operator at Lockwood, Mo. The second and the third Mrs. McKinney also are deceased. His fourth wife is living and Mr. and Mrs. McKinney reside at Golden City, Mo. Continuous service of 26 years and 10 months entitles him to a pension allowance of $36 a month, effective August 1, 1928.
Bobby's Hallowe'en Ghost
By The Twilight Lady

The trip to the country had been successful. Bobby and Pal, the big airdale, sat proudly on the back seat, while a huge, big, yellow pumpkin divided the space between them. Daddy had driven the car and was sitting in front.

"Bobby," said mother, "I wonder if you know enough about making a pumpkin face to cut it out yourself. Don't you think you'd better have Daddy help you?"

"No-o-o! I helped Jimmy with his last year, and anyway it don't have to be a beautiful face. Just a real scary one."

The car was stopped and daddy carefully lifted the big pumpkin out and set it on the back porch. When he had put the car in the garage he returned to the porch and carried the big pumpkin into the kitchen.

Mother spread papers on the tin- beam and Bobby set to work. Daddy gave him a start by cutting out a round part at the top, so the inside of the pumpkin and the seeds could be removed, and mother set a pan down to put them in.

With a pencil Bobby first drew two eyes and a nose, then he sliced his little left fingers fashioned two rectangular eyes, and a queer nose. He couldn't quite make up his mind whether he would make teeth, or just a wide open mouth; but after the knife had slipped several times and cut off all the teeth that he had so carefully fashioned, Bobby had put on his pajamas. He had puffed out the candle inside the pumpkin face, and had bid both mother and daddy goodnight.

Then daddy lifted the big pumpkin and placed it on a small table before the front window, and Bobby rushed out to see how it looked. He was delighted!

That night mother dressed Bobby in his ghost-robe, and placed it on him in his sleep. It would be so fun to have Pal lick his hand, as he called softly, "Pal."

He heard Pal rise, and then—the noise beside his bed stood a ghost—"Bobby—mother!—" and Bobby gave way to screams of fright.

Mother immediately came in as switched on the light. There stood the ghost, and from her angle she could see it all. Bobby had slept restlessly and the sheet had fallen near to the floor. When Pal came in a suspense to his master's call he had come from under the bed and run up under the sheet.

Bobby in his mother's arms, surveyed the hairy ghost, and then they both burst into laughter.

"Pal—you bad dog. Here I tell you all about make-believe ghosts as you know more about them than I do. You're going to sleep right on my foot next year. Take care of us both till Jesus' sake, amen."

And for some reason, he jumped into bed much quicker than usual. Pal licked his hand and lay down beside the bed.

Then the queerest things began to move around the room. Shadows looked like just shadows made at queerest noises. Bobby tried hard close his eyes before he succeeded; he fell asleep, but he slept restlessly. The covers were much away and the sheet half way off the bed.

It must have been nearly midnight when Bobby awoke. He had had terrible dream. Real ghosts had visited him in his sleep. It would be so fun to try to get scared that way for another whole year.

Daddy had put on his pajamas, however, proved to be a woman, and several weeks later his mother was greeted by a proud little chicken.

"Who did this?" she demanded sternly.

"I cannot tell a lie, mother," he said.

"The old hen did it with her little hatch it."
Wives and Children of Frisco St. Louis Terminals Employes

Top Row, left to right: Mrs. S. Dewall, wife of H.D. Man, and children, Bessie, age 7, Warren, age 5, and Gwendolyn, age 18 months; Mrs. Wm. R Pauline and Billy, age 8 months, wife and son of electrician; Mrs. John Jennings, and children, Robert, age 19 months, Florence, 16 months, wife and children of switchmen, and L ieut. Bath, age 12 years; Mrs. J. R. Clapik and son, George, age 6 months, wife and son of water service man; Mrs. John Diefendorf, Lorraine Bell, age 9 months, and children.

Second Row, left to right: Mrs. L. Pratt and Wanda, age 10 months, wife and daughter of checker, 7th Street freight house; Mrs. L. V. Elzer and Betty, age 8 months, wife and daughter of freight hostler, 7th Street.

Third Row, left to right: Mrs. A. Nueller and Delores, age 2 years, wife and daughter of clerk, inbound freight house, 7th Street; Mrs. C. Cary, Davie, age 15 months, Richard, age 2% years, wife and sons of clerk, Gratiot; Mrs. G. C. Miller, Leona, age 2 years, and Betty Sue, age 6 months, wife and daughter of yard clerk, 7th Street freight house.

Bottom Row, left to right: Mrs. E. R. Pleimann and E. R., Jr., age 6 months, wife and son of bill clerk, 7th Street Station; Mrs. L. G. Roseman and Barbara Jean, age 14 months, wife and daughter of special officer, 7th Street Station; Leona Joyce, age 2% years, daughter of G. C. Miller, yard clerk, Gratiot; Norma May, age 20 months, daughter of C. F. Moore, yardman, Eastern Division.